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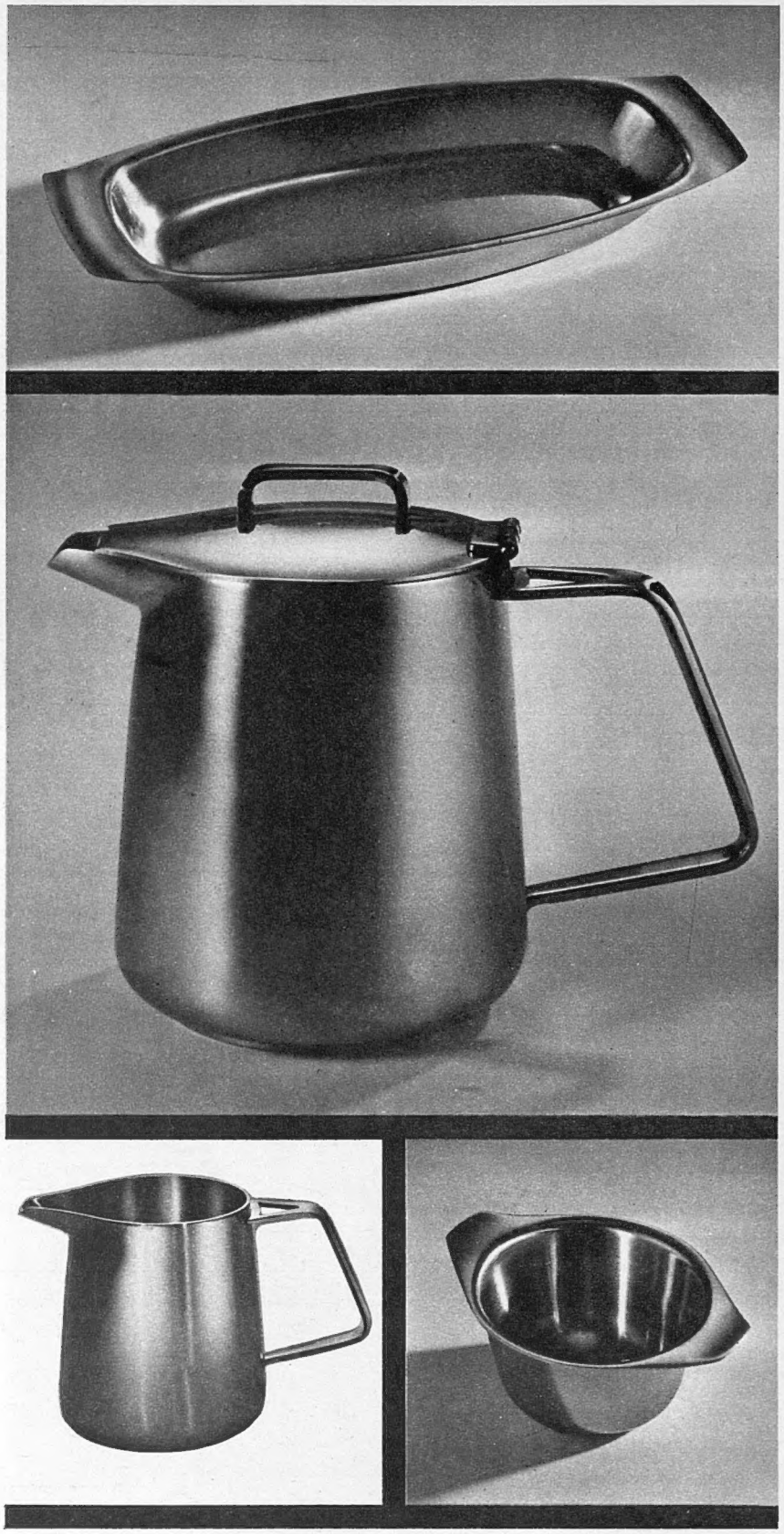

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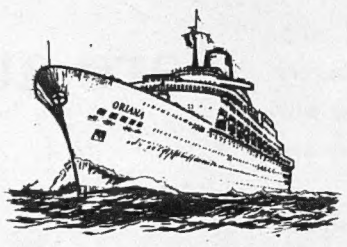

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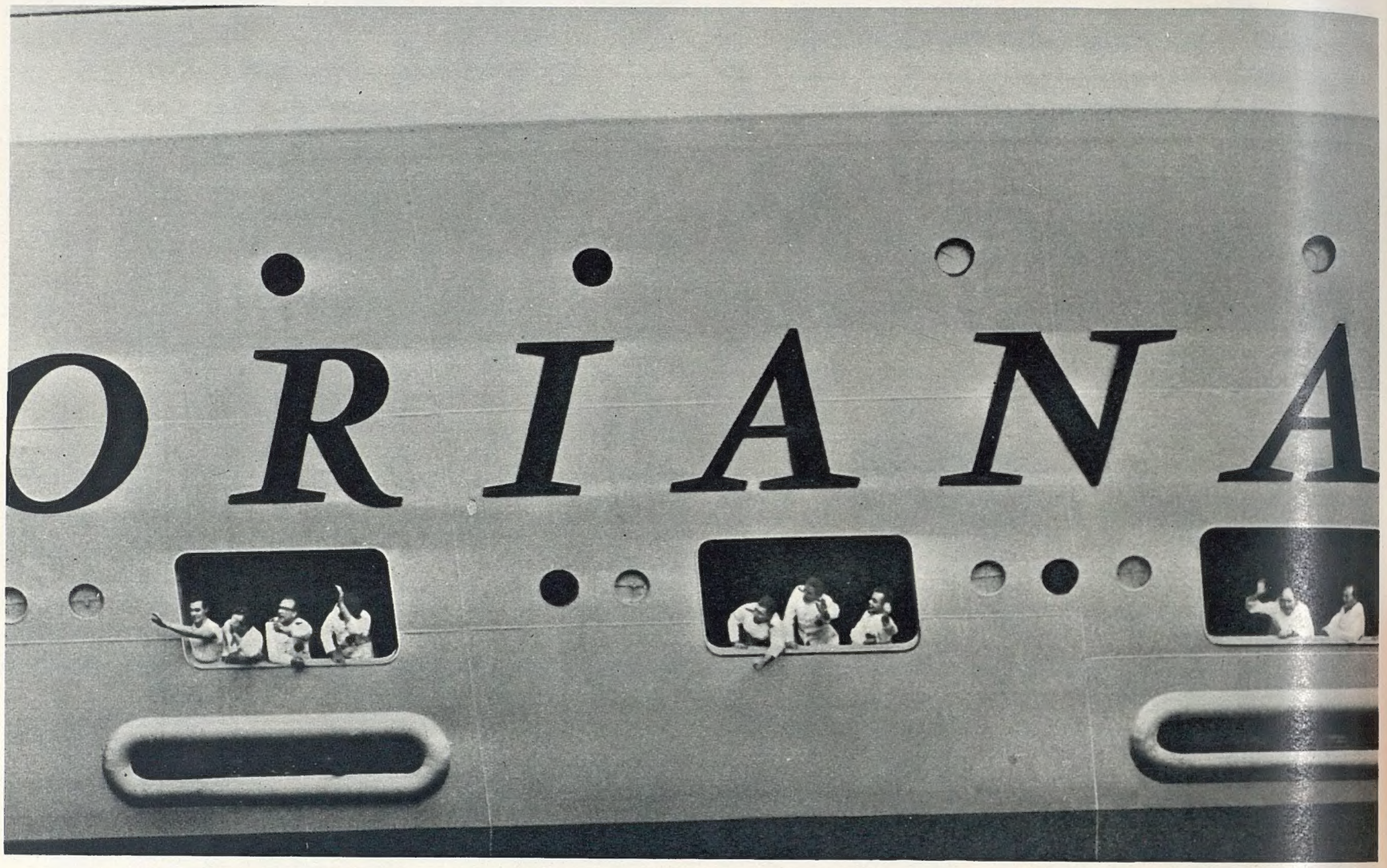

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Volume CCXLIII No. 3157

THE

SPHERE

LONDON, December 3, 1960

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With which are incorporated *The Graphic* and *Black & White*

MR. MACMILLAN AND THE POPE

The Premier is welcomed by Pope John at the Vatican. They spent about half an hour in the private library, talking in French. Mr. Macmillan was accompanied by Lord Home, the Foreign Secretary, with him for the official visit to Italy which had ended the evening before. In his welcome, the Pope said how much he appreciated the efforts of the British Government to establish harmonious relations between peoples of the world. Later, Mr. Macmillan, in a televised Press conference in Rome, referred to the kindliness and courtesy which had been shown by Pope John. Following the Papal audience, the Prime Minister called on Cardinal Tardini, the Secretary of State of the Vatican. At the same time as Mr. Macmillan was in Rome, the Archbishop of Canterbury was paying a five-day visit to Jerusalem, before going on to Beirut and Istanbul, and then to Rome to pay a courtesy visit on the Pope. This historic occasion, on December 2, was the first meeting between leaders of the two Churches since the fourteenth century

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NEWS SUMMARY

U.N. in need of funds; Mauritania achieves independence; Preparations for the Rhodesia-Nyasaland conference; Labour defeated in New Zealand; Ghana-Mali Parliament

INTERNATIONAL

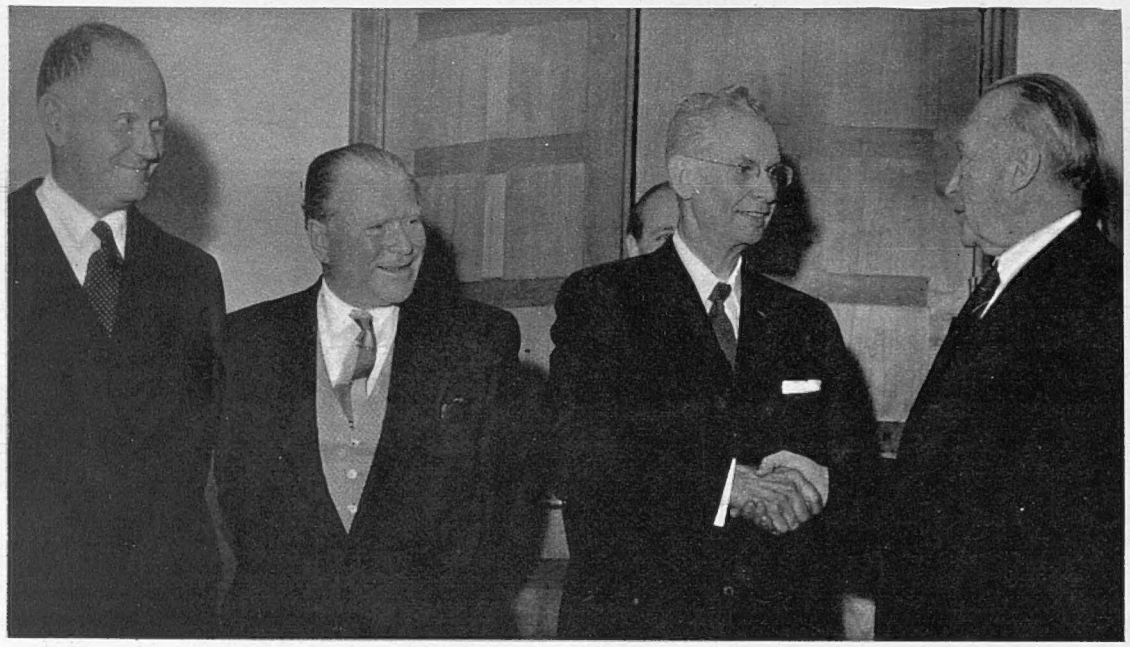
Mr. Dag Hammarskjold, the Secretary-General, told the U.N. Budgetary Committee in **New York** that the United Nations was facing bankruptcy. On January 1 of this year, there was a cash balance of over £5,000,000; by the end of this year, a deficit of between £3,000,000 and £5,000,000 is likely. About £1,750,000 is spent each month by the U.N., but the Congo situation has been costing about twice that amount each month. In addition the budget and trade deficit of Congo has to be met. (An appeal for voluntary contributions has been made, but the amount received has fallen a long way short of the necessary special Congo fund of £35,000,000.)

Part of the U.N. difficulty is due to arrears of contributions from member States—totalling nearly £14,000,000. Russia owes the most—over a third—because it has refused to pay its share of the U.N. emergency force in the Middle East. Next in the list of debtors is Nationalist China. The regular budget of the U.N. is financed by member States on a scale determined by the General Assembly. Capacity to pay is the main factor considered. The largest percentage, 32.51 per cent., is contributed by the U.S. (But in 1957 the General Assembly decided in principle that no member should pay more than 30 per cent.) The minimum is .04 per cent., contributed by twenty-four States. It was expected that owing to the present fiscal crisis in the U.S., the U.S. Congress would be unwilling to authorise a bigger contribution this year. The U.N. emergency force in the Congo is paid for on the same principle of assessment: the Communist countries have refused to contribute.

The General Assembly of the United Nations began its debate last Monday on the Russian motion calling for the immediate and complete abolition of colonialism, including trusteeships, non-self-governing territories and foreign bases. In his speech to the Assembly last September Mr. Khrushchev announced Russia's intention of introducing this motion.

In the U.N. Political Committee, the Moroccan claim on Mauritania was rejected. Morocco's only supporters were the Arab countries (except Tunisia) and Russia, which has recently started to supply arms to Morocco. On the following day, November 29, Mauritania formally achieved its independence. The country's request for admission to the U.N. (as its 100th member) was expected to come before the Security Council in the near future. It was anticipated that Russia might veto the application, in which case the matter would have to be referred to the General Assembly.

In **Paris** the annual conference of parliamentarians from the Nato countries ended last Sunday. The most important business concerned the suggestion put by General Norstad, the Nato Supreme Commander, for a pool of nuclear weapons under the political control of Nato. The proposal was supported by M. Spaak, the Secretary-General, who also called on delegates to examine carefully the Communist economic offensive.



In Bonn are, from left: Mr. Robert Anderson, U.S. Secretary of the Treasury; Herr von Scherpenberg, West German State Secretary; Mr. Douglas Dillon, U.S. Under-Secretary of State, and Dr. Adenauer

COMMUNISM

The conference of delegates from Communist parties in some eighty countries, which began in strict secrecy in Moscow on November 10, was continuing at the start of this week. It was believed that such lengthy discussions implied no agreement had been reached between the Chinese "dogmatists" and the Khrushchevian "revisionists." Support for this belief was seen in the polemical articles being published in the Pekin *People's Daily* and the Moscow *Pravda* (see also John Connell, page 394).

GREAT BRITAIN

The conference in **London** reviewing the constitution of the seven-year-old Federation of Rhodesia and Nyasaland is due to start on Monday, December 5. Mr. Macmillan will lead the U.K. delegation, which is to include Mr. Macleod, the Colonial Secretary, and Mr. Sandys, the Minister for Commonwealth Relations. Discussion of the right by members of the Federation to secede under certain conditions is inevitable: since the Monckton Report recommended this, it would be difficult to avoid such discussion. Of those leaders who have arrived for the conference, Sir Edgar Whitehead, the Premier of Southern Rhodesia, has been having informal talks with Mr Sandys about the colony's own constitution. Sir Roy Welensky, the Federal Prime Minister, went to Chequers last week-end, for an informal discussion with Mr. Macmillan.

Sir Roy, chief of the governing United Federal Party, has based his attacks on the Monckton Report on a policy of strong federal government. He is supported by Sir Edgar Whitehead. Dr. Hastings Banda, leader of the Nyasaland Malawi Congress Party, arrived in London stating he wanted secession now and not in five years' time. Another powerful African leader, Mr. Kenneth Kaunda, leader of the Northern Rhodesian United Independent Party, agreed to attend last week-end. He is also fiercely opposed to federation. At the beginning of last week, the National Democratic Party of Southern Rhodesia, the African opposition party in the colony, had not accepted an invitation to attend. But its leader, Mr. Joseph Nkomo, was to attend as an Independent.

WEST GERMANY

Proposals for stopping the drain on the United States gold reserves were put to the West German Government by Mr. Anderson, United States Secretary of the Treasury, and Mr. Dillon, Under-Secretary of State, during their visit to **Bonn** last week. Professor Erhard, the West German Economics Minister, rejected a request that West Germany should give the United States a cash sum equivalent to the cost of the U.S. forces in Germany. However, he did undertake to repay at once the cost of the immediate post-war aid to West Germany given by the U.S.A. From Bonn, Mr. Anderson and Mr. Dillon went to Paris and London for further talks.

In **Hanover** the conference of the Social Democratic Party drew up a declaration of policy on which it will fight next year's general election. Herr Brandt, the Burgomaster of West Berlin, emerged as leader of the Party and challenger to Dr. Adenauer for the chancellorship.

NEW ZEALAND

In the General Election the Labour Party was defeated. The New Zealand Legislature consists of a House of Representatives of eighty members, elected for three years. In the old House Labour had forty-one seats and the National Party thirty-nine. In the votes for the new House counted up to last Sunday the National Party was assured of thirty-nine seats, with two more probable and the Labour Party had thirty-one and two more probable. In the remaining six seats, the National Party was leading in four. Mr. Holyoake, the National leader, was expected to succeed Mr. Walter Nash, the Labour leader, as Prime Minister.

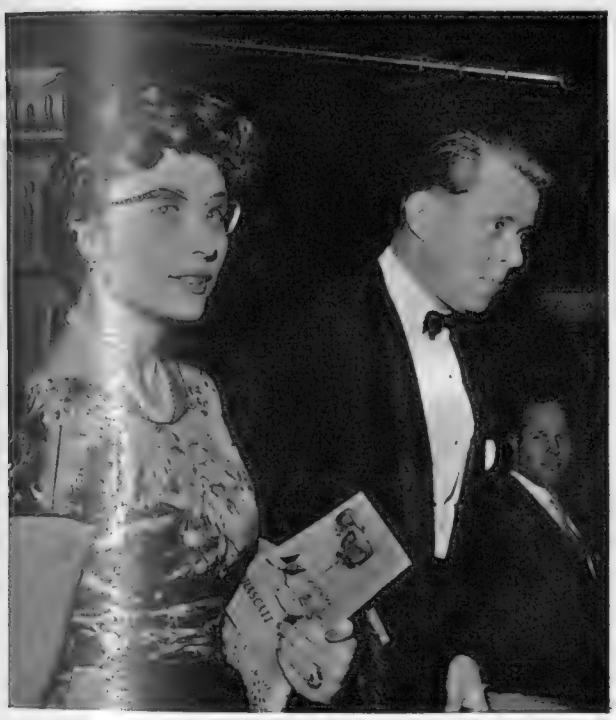
GHANA

On his return to **Accra** from Bamako, the capital of Mali, President Nkrumah announced that Ghana and Mali had agreed to have a common Parliament. Mali (formerly French Soudan) broke its federal relationship with Senegal last August. It is still a member of the French Community. This may lead to complications in its proposed Parliamentary association with Ghana. Two years ago, Ghana and Guinea announced they were forming the nucleus of a union of West African states. It is presumed the Ghana-Mali Parliament will operate within this framework.

THE NEWS IN PICTURES

THE ARCHBISHOP OF CANTERBURY IN JERUSALEM WITH THE GREEK (RIGHT) AND THE ARMENIAN PATRIARCHS

One of the most impressive features of the Archbishop of Canterbury's visit to Jerusalem and other Holy Places was the warmth with which he was greeted by members of all the Christian communions. On the first day he made a solemn entry into St. George's Anglican Cathedral in Jerusalem, being led by a procession which included Greek, Armenian and Coptic clergy. Roman Catholic priests and monks were present in the choir stalls. On the next day Dr. Fisher celebrated Holy Communion in the Greek Orthodox Chapel on the roof of the Holy Sepulchre and last Sunday he preached on the subject of Christian Unity in St. George's Cathedral. In Bethlehem he visited the churches of both the Greek and the Latin communions



PRINCESS ASTRID OF NORWAY AND HER FIANCÉ

SENATOR AND MRS. JOHNSON IN LONDON

At London Airport are Senator Lyndon Johnson and his wife. They arrived last week from Paris, where the American Vice-President-elect attended the conference of Nato parliamentarians. With them on their visit to London were Senator Fulbright, chairman of the Senate Foreign Relations Committee, and Mrs. Fulbright. The Senators dined with Mr. Macmillan

Far left: Princess Astrid of Norway is seen at the National Theatre in Oslo with her fiancé, Mr. Johan Martin Ferner, who is an Oslo businessman. It was their first public appearance together since the announcement of their engagement last month. Princess Astrid, who is Queen Elizabeth's cousin, is to be married on January 12

CUBA'S ARMED FORCES

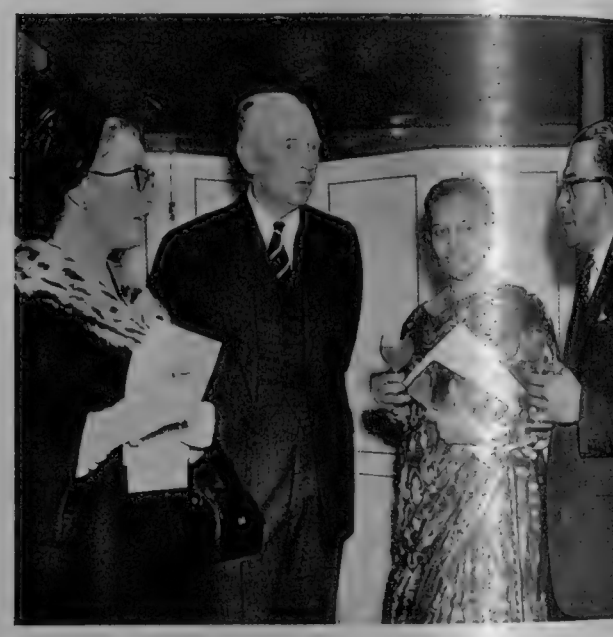
Señor Raoul Castro, Dr. Fidel Castro's brother, addresses a demonstration in Havana on the anniversary of the creation of the Cuban Petroleum Institute. (This was formed to operate expropriated American oil refineries.) Raoul Castro, who is the Cuban Minister of Armed Forces, delivered an attack on U.S. policy in Latin America. Some of the Central American governments have alleged that Dr. Castro has backed rebellions against their rule: it was believed that a majority of the countries belonging to the Organisation of American States supported a move to set up economic sanctions against Cuba, in connection with Guatemala's charge that Havana was behind the recent revolt in Guatemala. According to American sources, Cuba has the largest army in Latin America, supplied with weapons by Communist states

THE DOUANIER ROUSSEAU'S "THE FOOTBALL PLAYERS" AUCTIONED AT SOTHEBY'S

In a large sale at Sotheby's in London, 195 Impressionist paintings, drawings, and other works made a total of £548,980. The Guggenheim Foundation gave £37,000 for "The Football Players" by the Primitive French artist and former Customs official, the Douanier Rousseau. This figure was passed by the amounts paid for three other paintings—£38,000 each, for a Gauguin painted in Tahiti in 1891, a Cézanne, *circa* 1892-94, entitled "The Deserted House at Tholonet," and a nude by Renoir, painted in 1888. This last was similar to the Renoir of a girl bathing sold by the Tate six years ago for £5,300, an indication of the way in which prices for French Impressionists have risen. Among the other works on sale were a set of 13 water-colours by Dufy, commissioned in 1935 for a decorative frieze for the liner *Normandie* which was never executed

TO AUSTRALIA AND BACK BY LAND-ROVER

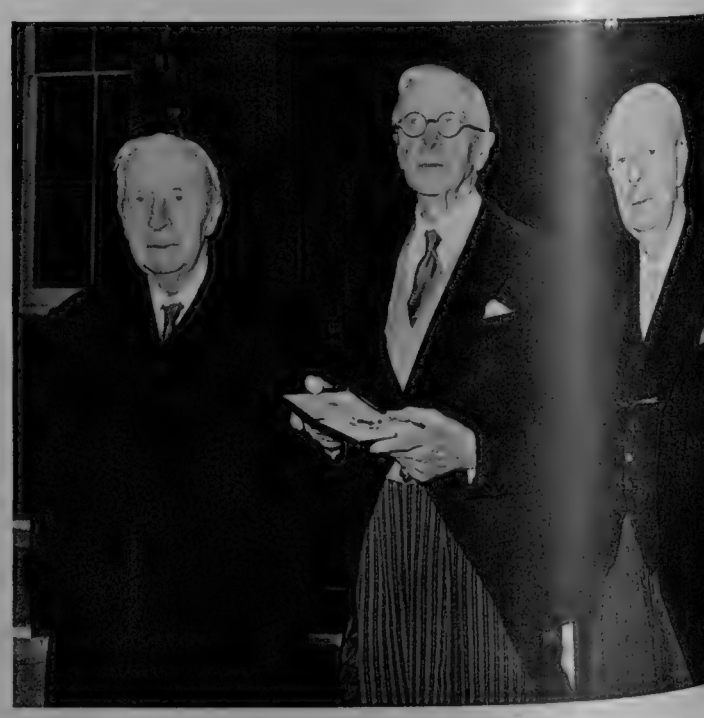
General Sir Richard Gale, who retired last week from his post of Deputy Supreme Allied Commander Europe, chats with some of a group of seven Territorial paratroopers. They returned recently from Australia having completed a 30,000-mile journey in two Land-Rovers, leaving England on December 3 last year. Travelling under the name of "Pegasus Overland," the group, which was led by twenty-three-year-old Lieutenant S. A. Fox (extreme right), financed the trip itself. The journey took them through 28 countries



"SPECIAL" OPERATIONS LUNCHEON IN LONDON

Far Right: At the Savoy Hotel, in London, are Colonel Buckmaster and his wife (left) and Mr. P. R. Gunesekara, the High Commissioner for Ceylon, and his wife. They were at a luncheon which was held last week in aid of the International French Youth Club. The guests included many who were connected with the French Resistance

The head of the 20th Century-Fox Film Company, Mr. Spyros Skouras, made a quick visit to Britain to discuss the difficulties over insurance claims to cover the delays in the making of the £4,000,000 film *Cleopatra* in Britain. This has been held up by the illness of the star, Elizabeth Taylor. She left for France last week for a convalescent holiday. On his way back to New York, Mr. Spyros Skouras said that the film would go on



ERNEST THESIGER AND HIS BROTHERS

Far right: Ernest Thesiger, the actor, holds the insignia of the Commander of the Order of the British Empire, after the investiture held by the Queen at Buckingham Palace. He is eighty-one. Flanking him are Admiral Sir Bertram Thesiger (left), who is eighty-five, and His Honour Arthur Thesiger, a former County Court Judge, who is eighty-eight. Their combined ages add up to 254 years

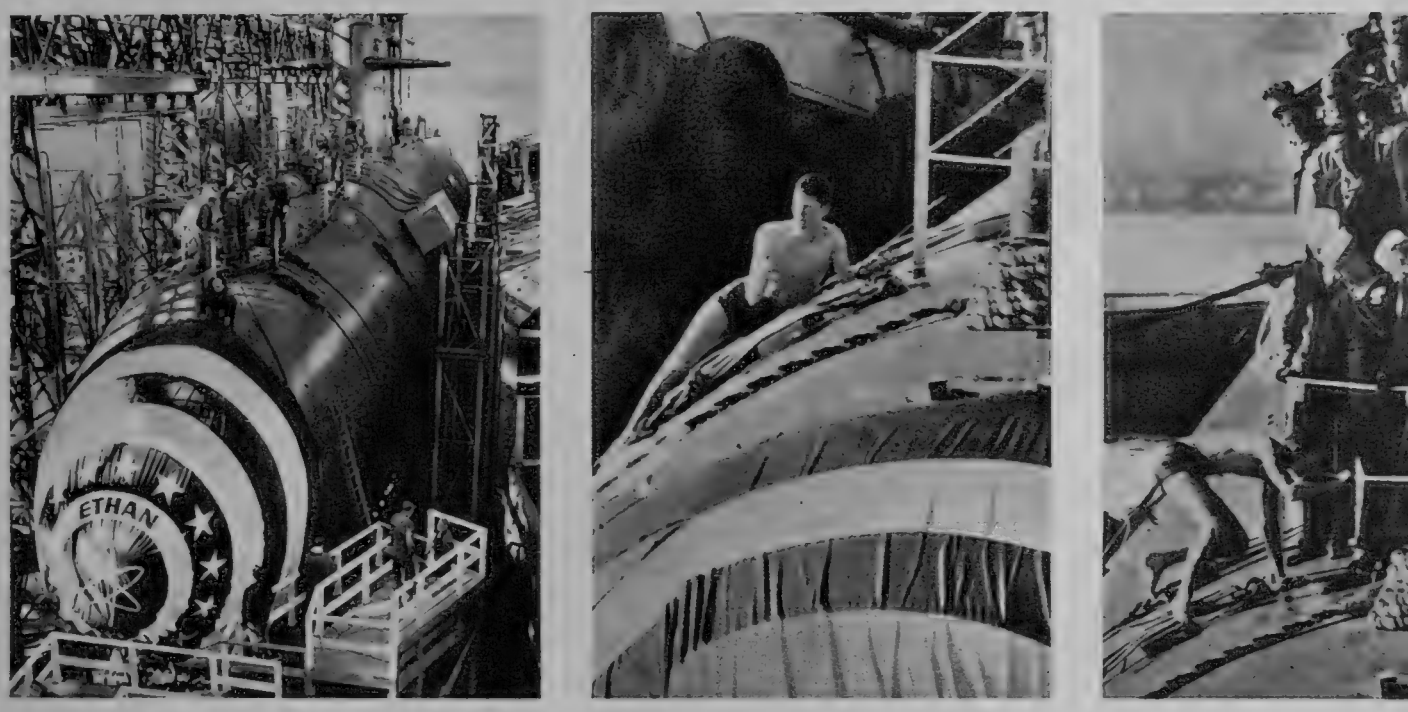
Left: MR. SPYROS SKOURAS AT LONDON AIRPORT

THE NEWS IN PICTURES

At Hawker Aircraft's airfield at Dunsfold, in Surrey, the P1127 hovers untethered a few feet off the ground. (The trailing wire on the left is for a telephone linking the test pilot, Mr. A. W. Bedford, with the ground.) According to the Hawker Company, the P1127 has completed its hovering trials. It is the world's first operational vertical take-off and landing strike aircraft. Further trials are needed before the P1127 can attempt the transition from vertical to horizontal flight. The aeroplane is powered by the revolutionary Bristol Siddeley BS 53 lift-thrust engine, which provides both lift for hovering and thrust for forward flight by means of its movable jet nozzles. The Hawker P1127 is over 40 ft. long, and has a wing span of a little more than 24 ft.

ONE OF THE FIRST PICTURES OF THE WORLD'S FIRST OPERATIONAL VTOL STRIKE AIRCRAFT

At the launching of the nuclear submarine *Ethan Allen* at Groton, Connecticut, a number of pacifists held demonstrations. Nine were arrested: seven of them had attempted to sail into the path of the submarine as she was launched, and two managed to board her by climbing up the bunting which covered her bows. The *Ethan Allen* will be the U.S. Navy's most powerful guided weapons' atomic-powered submarine. The 6,900-ton vessel is much larger than the *George Washington*, already on operational patrol; she is the first of a new class, specifically designed to fire Polaris missiles. These will have a range of 1,500 miles, 300 miles further than the present Polaris. The *Ethan Allen* is named after a Revolutionary War hero, who led Vermont's "Green Mountain boys." She was laid down in September of last year, is 410 ft. long, and will carry 16 of the missiles



LAUNCHING A U.S. NUCLEAR SUBMARINE—AND A PACIFIST CLIMBS ON TO THE BOWS

WEST GERMAN NAVY'S VISIT TO BRITAIN

Vessels of the West German Federal Navy's Second Landing Squadron are docked in Portland Harbour during an informal visit. Left is the *Natter* and right the *Krokodil*. All the ships of the squadron were purchased from the U.S. in 1958 and transferred to the West German Navy. *Krokodil* is one of the two vessels in the squadron which are equipped with rocket projectors. Commanded by Commander K. H. Looks, five units of the squadron arrived in Britain to take back to Germany a tank used by Rommel's Afrika Korps. This was handed over by General Sir Richard McCreery to the German Ambassador, Herr von Herwarth, in a ceremony at the Royal Armoured Tank Corps Museum, Bovington, in Dorset. The tank was captured in North Africa by the Eighth Army during the Second World War

In Leopoldville, Colonel Mobutu marches beside a flower-decorated jeep carrying the bodies of Congolese soldiers

The Partie de l'Unité Nationale (PUNA) h

CONGOLESE CRISIS

A Congolese armoured car joins Congolese troops preparing to attack Mr. Welbeck's residence

PUNA supporters carrying banners march through Leopoldville

Last week saw a clash in Leopoldville between U.N. troops and Colonel Mobutu's soldiers. Colonel Mobutu, the military ruler of the Congo and a strong supporter of President Kasavubu, ordered Mr. Nathaniel Welbeck, the Ghanaian Chargé d'Affaires, to leave the Congo. Mr. Welbeck was reportedly one of Mr. Lumumba's advisers. He refused to leave, and United Nations Tunisian troops took up defensive positions round his residence. Congolese troops, led by Colonel Kokolo, Colonel Mobutu's second-in-command, charged the residence. In the resulting clash, one Tunisian and five Congolese were killed, including Colonel Kokolo. Later, Mr. Welbeck left the Congo. Relations between Congolese troops and United Nations forces deteriorated, and U.N. civil and military officials were temporarily arrested.

At the same time, in the United Nations, Ghana was one of the countries voting against seating President Kasavubu and his delegation as the official representatives of the Congo. The motion was passed by 53 votes to 24. Those in favour included the Western nations, plus nine former French African States; those against included the Communist bloc, India, Ceylon, the U.A.R., Iraq, Afghanistan, Guinea, Morocco, Mali and Cuba. On his return to Leopoldville, Mr. Kasavubu was welcomed by a crowd of 80,000. He announced plans for a Federation of Congolese provinces and for talks with Mr. Tshombe, leader of Katanga.

protest meeting against the proposed U.N. Conciliation Commission for the Congo

Mr. Nathaniel Welbeck, the Ghanaian Chargé d'Affaires, argues with Congolese soldiers

Members of the local Salvation Army hold a meeting on a Sunday morning

U.N. Moroccan troops spend an off-duty Saturday afternoon at the zoo

U.N. troops move at the double to take up positions round Mr. Welbeck's residence

JOHN CONNELL

THE RED LIGHT IN CHINA

There are a good many indications that the Chinese People's Republic is passing through a serious crisis. Its basic cause is simple: a bad harvest. Living conditions for the mass of people, which were never very good, have deteriorated sharply in recent months. Chronic malnutrition threatens to become famine. This of itself is disquieting enough; but at the same time certain lavishly-boosted " triumphs " of the regime are a little too obviously battered and tarnished. No flies in China? The flies are back with a vengeance, busy carriers of the familiar old dirt diseases, which, it was proudly claimed a few years ago, had been conquered. There is still the same official insistence on an ever-increasing rate of industrial productivity—both in the basic industries, like steel and heavy engineering, and in the manufacture (for export only) of mass-consumption commodities. And at a sacrifice, the magnitude of which it is impossible to calculate, the regime has pressed on with its " crash " programme of development in nuclear physics. Last week (to some of us it seemed by far the most important news for many months) the Japanese intelligence services let it be known that, in their opinion, China's first atomic bomb will be exploded late next year.

I must confess that until I read this report—darkening as it did an already sombre and rainswept winter morning—I had never heard of the two scientists in charge of this programme: Dr. Wang Kan-chang, of the Nuclear Institute of the National Academy of Scientists in Pekin, and Dr. Chien Hsueh-shen, who also, it appears, directs his country's rocket-building programme. The Chinese adaptive and imitative capacity rivals the Japanese and it is linked, nowadays, to a fierce intensity of purpose; and, though gravely disturbing, it ought not to be a surprise that this programme is now apparently a year ahead of schedule. I have a grim suspicion that we have by no means heard the last of Dr. Wang and Dr. Chien.

For they are working under the orders of political leaders who are arrogant, doctrinaire, ruthless and self-righteous, and who, confronted as they are with administrative and social problems of the utmost complexity and urgency, may well decide to seek a swift, radical solution to them all. Does anyone seriously doubt that Mr. Mao possesses the will, if in his view the need arises, to make use of an atomic weapon to further the ends in which he believes? Dr. Wang and Dr. Chien are about to present him with the means.

Mr. Khrushchev with Mao Tse-tung in Pekin. The picture was taken last year as the Soviet Leader left after the Chinese anniversary celebrations

Here in the West we are unaware of, or we tend to slur over, the hatred and the vengeful element in Chinese xenophobia. In the years of the Empire's decline and confusion, Europeans were not called " foreign devils " for nothing: the resentment, suspicion and contempt with which they were always regarded, have been sharpened and have received a new impetus under Communism, which supplies its own intellectual and philosophical justification for the possession and the exploitation of these emotions. I advise anyone who doubts this assertion to refresh his memory of what happened to British officers and men who fell into Chinese hands in the Korean war, as recorded with a crisp and devastating simplicity by Captain Anthony Farrar-Hockley, the Adjutant of the Gloucesters, the infantry battalion which fought with unforgettable courage at the battle of the Imjin River on St. George's Day, 1951. Narrow, sterile and intransigent as is the Chinese version of Communist doctrine, its driving destructive force should not be underestimated.

The imminence of China's possession of atomic weapons takes the world's dilemma on to a new and much more perilous plane. For over the past fifteen years, ever since the explosion of the two atomic bombs which abruptly put an end to World War II, the Powers which possess such weapons have exercised a degree of restraint that future historians (provided that there is a future in which history will be written) will probably find worthy of comment. They have constantly huffed and puffed, but with no real or persistent intention of blowing each other's house down by atomic means. The world may have had some narrow squeaks; but fearfully formidable as are the weapons which are available to the United States, the Soviet Union and Britain, they have been, and are still, kept in the armoury. (France now has an " atomic device "; some usually well-informed folk think that either India or Israel, or both, may forestall China even now.)

We have lived all this time in a twilit truce, but it has been a truce. In Stalin's time the Soviet Union was recovering from the shattering consequences of World War II, and was combining this arduous and essential process with a relentless effort to catch up with the United States and Britain in nuclear development. In Khrushchev's time, while there has been no slackening in the pace of scientific research and development, the first fruits of the hard years have begun to be reaped. Life is better under Khrushchev, whose observation, when he visited this country, that were he British he would probably be a Conservative, was far from being just one more peasant wisecrack.

Khrushchev and his friends believe—very much as the Victorian British believed—in the inevitable expansion of their way of life, their principles and their practice all over the world. This is a prime article of faith with them; but it has taken on a certain conventionalism, in the sense that they accept the inevitability of world Communism in much the same way as my grandfather accepted the idea of the inevitable and invariably beneficent expansion of the British Empire.

The Chinese Communists are in a much more primitive phase of intellectual and emotional development. They are fundamentalists to a man. Their belief in the inevitability of world Communism has not softened into respectability and tolerance; " peaceful coexistence " with the devilry of capitalism and colonialism is to them effete eyewash; they want to extirpate it, with fire and the sword if necessary. When they let off an atomic device, whether of an elementary or of an advanced character, the contingency of its early aggressive use must seriously be faced, in the sphere of politics as well as in the sphere of strategy.

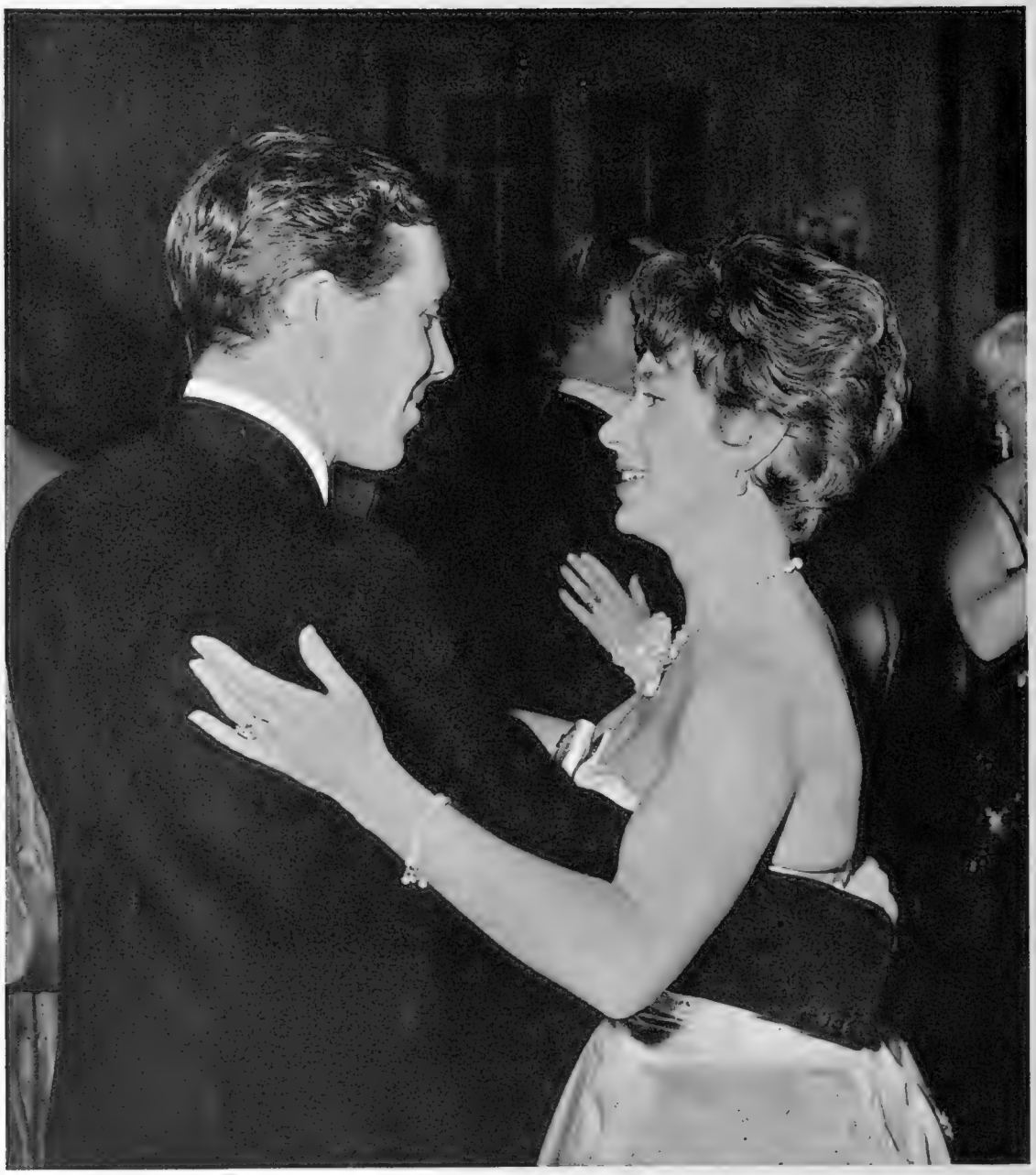
This is a threat which, there is every reason to believe, alarms the Soviet Government considerably. They live a good deal nearer to it than we do, and they have a good deal of knowledge about how it has developed, and how far. I do not budge from my belief that, however exasperating and provocative was Mr. Khrushchev's display of his tantrums at the U.N. Assembly, however flagrantly abusive he was to the United States and contemptuous of Britain, his primary purpose in making that journey to New York was to try to find a way—by private negotiations and not in public attitudes—towards a measure of agreement with the West and the renewal of discussions on multilateral nuclear disarmament. Whether he failed or succeeded is by no means clear as yet—though his strangely warming message of greeting to President-elect John Kennedy gives some grounds for the belief that he has not severed, and is determined not to sever, ties with the United States under a new Administration.

How strenuously has he involved himself, within the framework of the Communist bloc, in efforts to prevent the Chinese from running off the rails? There are indications that the argument—it is Communist practice always to try to resolve differences on the theoretical plane—has been strenuous. On November 9 there assembled in Moscow the leaders of eighty Communist parties throughout the world in a kind of Summit Conference of their own. A thick veil of secrecy covered the delegates' discussions—a secrecy imposed on Communist journalists as severely as on those from the West. The focus of the controversy was the difference between China and Russia on peaceful coexistence. The Chinese want no part of it. They appear to have flung the U2 and the RB-47 incidents in the faces of the Russians (who exploited them almost entirely for propaganda purposes) as proof positive of their contention that the imperialists are perpetually a menace, and as such must be crushed. Mr. Khrushchev, who also knows much more about the West's military potential than do the Chinese (who maintain a characteristic and deeply traditional disdain), has a vivid apprehension of what an atomic conflict, recklessly initiated by China, could do to Moscow, Leningrad and many other Russian cities within minutes of the first bomb being dropped.

An extraordinary responsibility rests upon this far from likeable or trustworthy man. Yet it is one which affects us in the West just as sharply as it affects the citizens of the Soviet Union. Mr. Macmillan, almost alone among Western statesmen, gives the impression of comprehending the magnitude of the danger and the challenge. But can any of us dare to ignore the warning signal from China?

Tiros II, the second forerunner of a satellite weather system, undergoes testing before being launched from Cape Canaveral, Florida. It is mounted inside a spherical cage designed to produce a magnetic field similar to that of the earth. The earth's magnetic field was discovered to be a factor in changing the direction of the axis about which a satellite spins in space. (This change was discovered in Tiros I). Its successor, Tiros II, incorporates a magnetic orientation control, which can be altered by commands transmitted from the ground. The satellite, which went successfully into orbit last week, started almost immediately to transmit pictures of cloud formations from its two television cameras, each about the size of a tumbler. One is wide angle and the other narrow angle. Other equipment carried by the 280-lb. hatbox-shaped satellite includes seven infra-red sensors, designed to measure the heat received by the earth from the sun and the amount reflected back into space. Tiros I, during its operating life of three months, transmitted 22,952 cloud cover photographs: its successor will also have a life of about three months. When the full satellite weather system is in operation, possibly in 1962, the atmosphere of the entire globe will be photographed.

A SATELLITE WATCHING THE WEATHER



Princess Margaret and her husband, Mr. Antony Armstrong-Jones, dance at the Dockland Settlements Ball, which was held at the Savoy in London in aid of the Settlements, of which Princess Margaret is the President

Above: In readiness for Christmas, Oxford Street is decorated with stars which are suspended high above the street. The stars are illuminated at night

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2

LIBERAL REVIVAL? Before the Liberals throw their hats in the air over their by-election triumphs, they must look very closely and coolly into the figures and implications. Bolton East especially: in Mr. Byers they put up a really important candidate and he failed to add his weight to the wave of Liberal revival. This little general election fell very happily for the Liberals. It caught the Socialists at their nadir and they had every reason to expect that many leftish or wobbling voters would signalise their contempt for the Socialist debacle by transferring their votes to the Liberal candidates. As indeed they did in four constituencies. But when it came to promoting an excellent candidate for a Liberal Shadow Cabinet, Bolton East held back. The electorates, it seems, were quite prepared to cast votes for Liberals as gestures of discontent with Socialist quarrels, but were not prepared to help the Liberals to add to their embryo of a Shadow Cabinet. No doubt, too, many a voter registered his disappointment with the astonishing failure of the Tories' golden promises at the last General Election. The Liberals have been so long in the wilderness that the good work, and the not so good work, they did in their heyday is largely forgotten. This hits both ways. Their promises and announced policies are too vague to be impressive, while they have no recent sins of commission to be challenged or criticised. In the House, they are still far too small a body to give them the present hope of playing the spielman's role of influencing a vote by jumping this way or that, and years must elapse before they can muster in the House enough M.P.s to fill even the major offices in a Shadow Cabinet. Still, the figures of the by-elections may justifiably encourage them to fight on, though every success that comes to them in by-elections will certainly stimulate the Socialists swiftly to close their ranks. Nevertheless, I should not be surprised if we hear, from time to time, of politicians, ambitious for advancement, joining the Liberal Party. That happened when the Labour Party was gathering force for a bid for power in the early 1920's. But such new recruits must be very young and *very patient*. For the Ebbw Vale affair was in another category. I saw a headline in a newspaper leader titled "Foot and Mouth." Pardonably I assumed it referred to the by-election in this stronghold of Socialism undiluted. I was wrong. The result can bring no comfort to the Liberals or to Mr. Gaitskell.

A FORGOTTEN PREAMBLE. Probably few people to-day remember a clause in the preamble to the Parliament Act of 1911. It ran: "And whereas it is intended to substitute for the House of Lords as it at present exists a Second Chamber constituted on a popular instead of hereditary basis, but *such substitution cannot be immediately brought into operation.* . . ." Those words were written nearly fifty years ago, and the operative word "immediately" was clearly loosely used. Still, the Prime Minister's patronage ensures a steady flow of hereditary viscounts and barons to a Second Chamber shorn of all its ultimate powers, but still preponderantly hereditary and Conservative. This forgotten preamble shows that Asquith himself was determined to preserve bi-cameral government but did intend one day to reconsider its powers and give it a popular constitution. In the interim most of its legislative powers were shorn away. About thirty years ago, Cuthbert Headlam and Duff Cooper wrote a pamphlet *House of Lords or Senate?* in which they examined methods of constituting a functional, useful and popularly-chosen Second Chamber. Regretfully but confidently these Conservatives concluded that the hereditary principle *must* go, if that Chamber were to regain and retain useful restraining powers, to be used only in matters where the popular will was uncertain. They dismissed as no longer acceptable the argument that, if the hereditary principle and rights were withdrawn, it would prove a direct menace to the hereditary monarchy. The monarchy to-day needs no buffer state of hereditary aristocracy between it and the common people. Republicanism has never yet been a serious issue even in advanced Socialist policies. The Labour Party accepts, as proved, the Sovereign's political impartiality. The House of Lords to-day is the most "informed" debating society that exists. About one-eighth of its potential strength, reinforced by the new life-peers, carry out such functions as remain to it admirably and wisely.

OH LORDS, HOW LONG? The nation, as a whole, probably still values the title of lord. What more and more people object to is not the creation of worthy men as peers but the handing down of legislative rights to their unproved heirs. Many of us supposed that the enlargement of life-peer membership would end or greatly reduce the creation of hereditary titles. The many hundred which

Right: Christmas decorations in Regent Street consist of plastic models of angels. There are forty-six, placed at intervals down the street and lit with coloured bulbs

still exist would outlast the foreseeable future, and no one clamours for the banning of the use of *titles*, hereditary or for life. In the Space Age ahead, many pomps and vanities will become outworn. Meanwhile the Sovereign should retain the power to create peerages, but not to perpetuate hereditary legislative functions for the benefit of untried heirs of worthy recipients, or to impose hardships on reluctant heirs whose political careers may be ruined by inheritance. (Incidentally, it is said that, despite recent decisions, there are plenty of precedents for resigning peerages.) But *still*, as lively as ever, the recruitment of this hereditary Chamber with viscounts and barons and their heirs goes on, and it is not the Queen's prerogative which is being served, but the Prime Minister's patronage. I suppose there are eighty or more viscountcies to-day and the vast bulk of them are twentieth-century creations. Only one goes back to the sixteenth century; and it may be supposed that this rather bastard title satisfies the demand (now that dukedoms and marquisates are patently inappropriate to modern living conditions and even earldoms are rarely bestowed) for a "superior" grade of peerage for ex-Ministers and other "superior" people. "Not immediately" is a loose definition of "fifty years." I wonder when that article in the preamble to the Bill of 1911 *will* be officially recalled. The "perfect" scheme for reconstituting an ideal Second Chamber may be hard to agree on; if ever agreed on, its powers could never be as wide as once they were, but the time has come long since, to discontinue recruiting the House of Lords otherwise than by life-peerages. There is not the slightest indication (why should there be?) that the Conservative Government accepts that Liberal intention or has any recollection of the clause in the preamble of the 1911 Parliament Act. It still subscribes to Lord John Manners' famous jingle. Democracy and equality, my foot!

DOCKING THE TERRIER'S TAIL. In 1911 I received my commission in the Territorial Army, and remained in it long enough to receive a green-and-yellow decoration. Since 1911 more than one exhilarating promise has been announced to equip and train the Force with modern weapons and up-to-date technique. The latest of these promises again falls far short of the *actualities* of the new White Paper. The new tunic seems to be nothing but the old one with the threadbare portions snipped off. Many of the existing units have become skeletons and have to be amalgamated. The picture of one or more utterly efficient divisions, constantly alerted and ready to be flown instantly to a trouble-spot in earmarked transport planes, seems to have been eye-wash. There are plenty of keen T.A. officers and probably a big untapped source of military ardour and patriotism in the country still. But the vast gulf between the glowing promises recently made and the White Paper which now encashes them is too wide to call out those reserves of ardour. I wonder who was selected to draft the prospectus in terms so roseate. Even the most live sales-organisations usually realise that sales-pressure must, to some extent, keep within the bounds of what could be supplied, if a "prospect" were rash enough to call the bluff and ask for an offered sample. We were keen enough in August 1914, but it was months before we had enough (even ancient and foreign) rifles to train with and it took nine months at least to bring us up to adequate efficiency to join in the fun in Flanders. It seems that, still as of old, the Territorial hare must first be started, then caught, then dressed, before it can be served up hot on a plate. But perhaps, as poor Mr. Perrin hoped at the start of a new term, "it will be all right this time."

THE ROOT OF THE EVIL. The jolly old wind of change is moaning and whistling round our chief games and it looks as if neither cricket nor lawn tennis nor football will wear the same faces in 1961. If anyone denies that most of the trouble which besets what once were recreations, is £ s. d., he must be an ostrich. When all those great games started, one in the Middle Ages, one not much later and one in mid-Victorian times, they were nothing more serious than fun for those who played. The champions got nothing but a local bay leaf. But the games caught on; publicity and public interest turned them into spectacles for the sedentary and soon enough they were ranked as public circuses. Then the players became artistes and were boosted as stars, and as stars they asked for their money's-worth. These entertainments found their overheads increasing and the shows began to depend on the favour of the public for the fun they could supply. And latterly, it seems, public favour has declined, especially in the entertainment known as cricket. It 's too slow and solemn. What can the managers do about it? Box-office is all important, but hitherto no tampering with the rules has halted the decline in attendance. The A.C.C.C. at Lord's last month asked the M.C.C. for a committee of inquiry into first-class cricket. Seven three-day Test matches, a county knockout competition, week-end cricket to catch bigger gates—all these ideas must be examined. It has already been proposed to abolish the "follow-on" rule which in principle has existed for nearly two centuries. Its abolition, it is hoped, will eliminate some kinds of slow play and some climatic ill-luck. It might do just the opposite. To encourage slow-bowlers, the old ball will have a longer life, and Headingley ground is to be the peer of Lord's and the Oval because it is good box-office. As for the truce designed to postpone the crisis in the newest headache, throwing, it seems to me, to worse confound confusion. The Hambledon men, Nyren, and the rest, in their Valhalla, may well ask themselves if this is cricket—or nimble accountancy.

THE OLD STAGER

ENTERTAINMENT

SPARTACUS

The Royal Charity Première, in the presence of Princess Margaret, will be on December 7 at the Metropole Theatre, Victoria

Kirk Douglas as Spartacus, while a slave in an Egyptian mine, tries to help a fallen companion

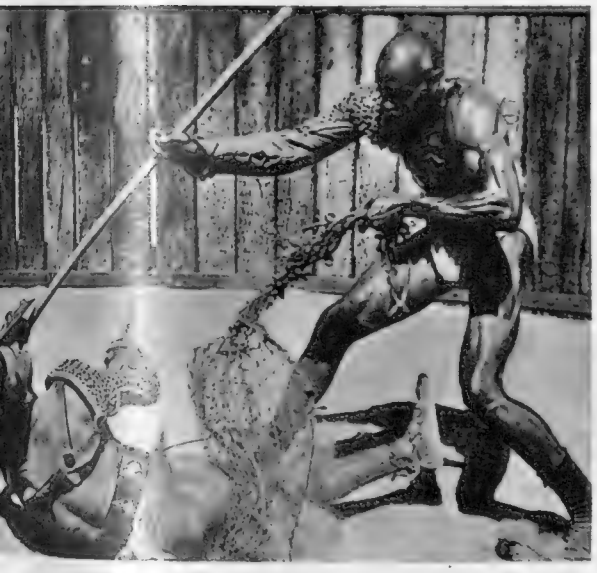
Charles Laughton, Peter Ustinov and Jean Simmons

The latest of the Hollywood mammoth epics, *Spartacus* is notable for its spectacular cast list and for its young director, Stanley Kubrick. Made in Technicolor and a wide-screen process, the film tells the story of the Gladiatorial War in Italy during the years 73 to 71 B.C. It is released by Universal-International through Rank Film Distributors Ltd. Among those taking part are Kirk Douglas as the hero, a slave gladiator and leader of the uprising; Jean Simmons as Varinia, who becomes his wife; and Tony Curtis as Antoninus, a Roman poet who joins the uprising; and on the Roman side, Laurence Olivier as Marcus Crassus, most powerful of the Roman generals; Charles Laughton as Gracchus, political leader of Rome; Peter Ustinov as Batiatus, head of a gladiator school at Capua; and John Gavin as the young Julius Caesar. Based on the novel by Howard Fast, with a screenplay by Dalton Trumbo, the film tells the story of Spartacus's rise from slave in an Egyptian mine, gladiator at Capua, and leader of a slave revolt, to be commander of an army of thousands.

The film takes as its theme the struggle for freedom, personal and political. It contrasts the idealism of Spartacus with the autocracy of Crassus; the mob rule of Gracchus, and the corruption of the Senate. Well over three hours long, it includes gladiatorial combats, gigantic battle scenes, the struggle for power in the Roman forum, and the love story of Spartacus and Varinia. Already a huge success in the United States, the picture was made on a hundred sets and on location in Spain, needed 8,000 extras and cost £4,000,000. In circumstances like these, the director has a hard task to avoid being overwhelmed. But it appears that Stanley Kubrick has survived with honour. Only thirty-two, he has achieved a dominating position in Hollywood in a remarkably short space of time. This was chiefly due to his film of the First World War, *Paths of Glory*, also starring Kirk Douglas, which was widely acclaimed for its vivid and acute direction.

Right: Charles Laughton as Gracchus walks through Rome with John Gavin as the young Julius Caesar

Leading his troops into the crucial battle with Crassus's legions, Spartacus, on horseback, is attacked by a Roman foot soldier. Covering the battlefield in a pall of smoke are firelogs rolled downhill by Spartacus's troops to break up phalanxes of the Romans



In the arena, Spartacus and Draba (Woody Strode) fight

Below: At Batiatus's gladiator school at Capua, the slaves revolt, setting the buildings on fire and escaping into the country

Spartacus leads the gladiators in revolt

John Dall as Glabrus and Laurence Olivier as Marcus Crassus

THE VOICE OF THE COMMON

CANADA

At the opening of the fourth session of the twenty-fourth Canadian Parliament last month the Speech from the Throne was read by Major-General G. P. Vanier, the Governor-General of Canada. The Speech contained these passages:

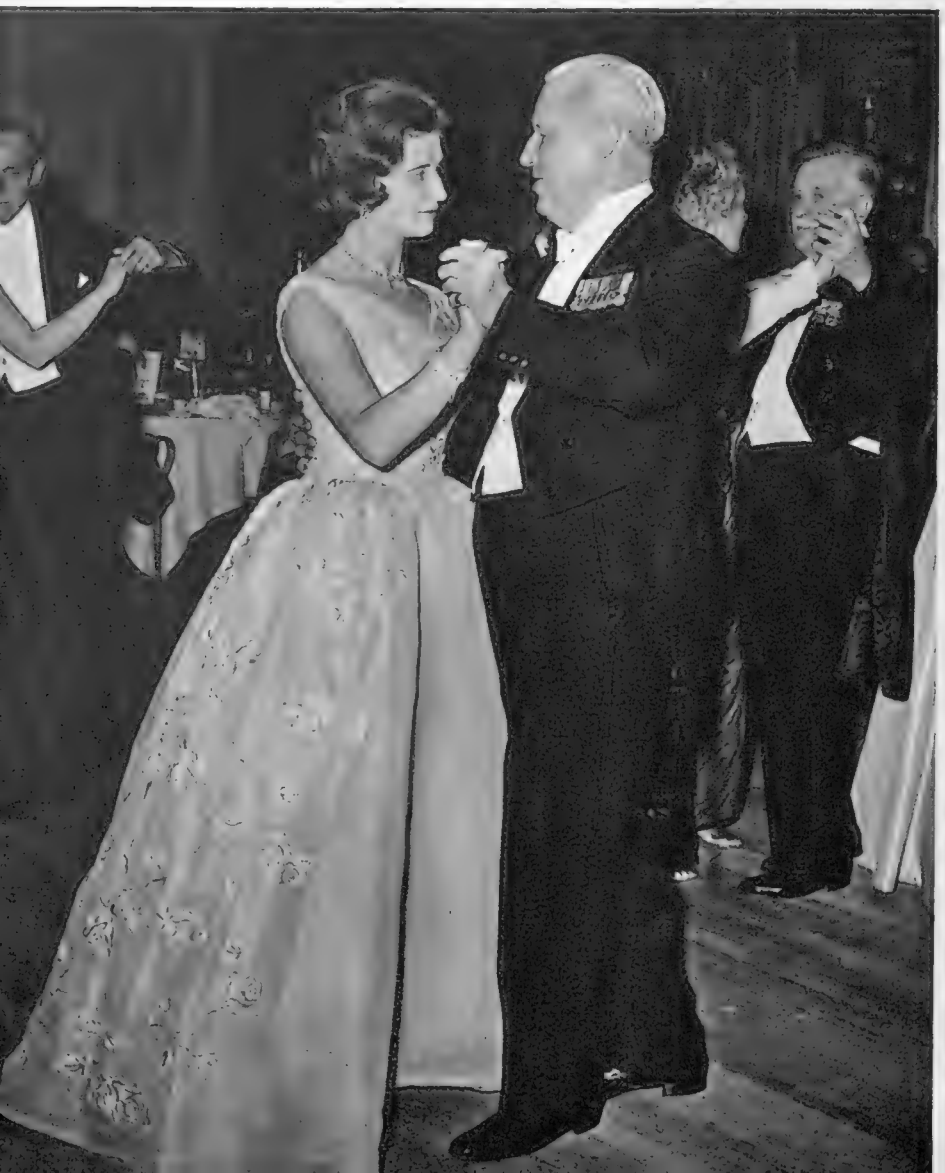
" We meet in a world of continued international tension which has prompted my government to redouble its efforts to bring about a general acceptance of peaceful means of settling disputes. . . . Disarmament under international control is the key to an enduring world peace. My government has accordingly maintained its unremitting efforts to achieve progress in this field. . . . The unanimous approval given by the United Nations to a joint resolution embodying the essence of the Canadian proposal for a United Nations food bank is a matter for satisfaction. . . .

" Important international tariff negotiations began in September in Geneva and will last well into next year; my Ministers have made clear that these negotiations should be used as a means of finding solutions to the current European trade problems in a manner that will not harm the interests of other trading nations. . . .

" At present Canada's foreign trade is at a record level and exports to the United Kingdom and Commonwealth countries have shown a remarkable increase this year. Economic expansion has also had the result that more Canadians have been employed this year than in any previous year and labour income is at an all-time high. The government recognises, however, the necessity of continuing the expansion of the national economy at a pace sufficient to provide jobs for the record numbers who are now entering the labour force, as well as jobs for those who are displaced by automation and other technological changes.

" In the belief that the ultimate success of efforts to improve Canada's trade and employment and the standard of living of Canadian workers depend largely upon increasing Canadian productivity, the Government proposes the establishment of a Productivity Council."

Other important measures envisaged are: Guaranteed bank loans to aid the growth of small businesses; a broadened housing programme; the continuance of federal grants for hospital construction for a further five years and several new capital projects including two rail lines to develop mineral resources in the north. On the farm front, joint federal-provincial local action is proposed toward rural rehabilitation and development. For war veterans, the Speech spoke of substantial increases in pensions for the disabled and their dependants.



Mrs. Drew, wife of the Canadian High Commissioner, studies one of the paintings after opening the Commonwealth Art Exhibition in London. With her is Lord Bossom (formerly Sir Alfred Bossom, M.P. for Maidstone) in whose home, at 5, Carlton Gardens, Westminster, the exhibition, which ended yesterday, December 2, was held

NEW ZEALAND

In London, in recent weeks, a New Zealand artist, Leonard Mitchell, collected a cheque representing part of the first prize of £500 he won in a mural competition conducted by the National Bank of New Zealand. A fellow-countryman, Douglas MacDiarmid, became the first artist ever to have works exhibited in the main banking hall of the head office of the Midland Bank in London. The exhibition, which is part of the City of London's Commonwealth weeks, closes next Tuesday, December 6. Another artist, Ken Bennetts, is showing paintings inspired by his travels round Europe at St. Stephen's Restaurant, Westminster. Each case signifies the feeling of many New Zealand artists that they can best find their place in contemporary art by living overseas. Some return to their native land with the benefit of their experience; others remain—MacDiarmid has already been in Paris for more than ten years. There are many other cases of young New Zealand artists going abroad, generally after fairly thorough formal training at New Zealand art schools, sometimes to study further at overseas schools, or to find art work such as advertising or illustrating, or to prepare their own shows.

New Zealand life and landscape was first painted by artists who accompanied Captain Cook on his voyages in the eighteenth century. These paintings, with the works of early settlers and surveyors, are to-day of great historical and, in many cases, artistic value. New Zealand's first art school was established in Dunedin in 1870 and by 1890 the three other main centres had art schools, and art societies as well. Overseas painters began to settle in New Zealand; New Zealanders began to travel; coloured reproductions of paintings were imported, all combining to bring New Zealand in contact with the current developments in art. These factors, while widening the New Zealand artist's knowledge, were against the development of a unique national school in New Zealand. By far the most famous name in New Zealand art is that of Frances Hodgkins, whose career was somewhat similar to Katherine Mansfield's in literature. Neither was appreciated in her own country; both produced their best work overseas.

Remote from world conflicts, undergoing few major national crises, lacking picturesque city life—the nature of New Zealand makes it inevitable that a painter should turn for his subjects to the beautiful and ever-varied landscapes of his country. And it is in this sphere that New Zealand painters will probably make their most lasting contribution. It is in this field, too, that there now appears to be the most serious attempt to evolve a national art. Seldom do these New Zealand artists make a living in their own country from their own creative work. Most are part-time artists who depend for regular income on commercial art, teaching, or some other source. But there are hopeful recent signs that the New Zealand artist in future will find more recognition at home. Already some State assistance is available annually to the Association of New Zealand Art Societies, and the National Art Gallery for the award of scholarships. The scholarships are allocated on the advice of selection committee and go either to young and promising students or to older men and women who have some specific undertaking in mind. Two weeks ago the Government announced the establishment of an Arts

Left: Princess Alexandra dances with Mr. George Drew, the Canadian High Commissioner, at the Maple Leaf Ball given by the Canadian Women's Club in London

WEALTH

Speech from the Throne in Canada; trends in New Zealand art; Pakistan adopts the decimal system; Ghana's wealth from cocoa

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Lord Cottesloe (*left*), Chairman of the Port of London Authority, and Sir Eric Harrison, Australia's High Commissioner, look at a model of the Port of London in the exhibition which Sir Eric had opened at the P.L.A. headquarters. One of many shows in the City of London Commonwealth weeks, it is open until December 6

Advisory Council within the Internal Affairs Department. It will be charged with administering a special fund of £60,000 which has been provided to stimulate greater activity in, and assistance for, the arts.

Patronage is developing, with commerce taking an interest in the artist. The National Bank of New Zealand competition is an example of opportunities which have been created in recent years. The public, too, is becoming more discerning. Smaller galleries have arisen where artists exhibit regularly, with frequent changes—an innovation in a country largely indifferent to the arts, especially in pre-war and depression years. Local artists are increasingly coming to the fore, in one-man or group exhibits, and the spread of coffee shops has given them more opportunity to exhibit their works, and above all to have them discussed.

PAKISTAN

On January 1, 1961, Pakistan will go over to decimal coinage. The unit of unlimited legal tender in the country is the "rupee." At present it is divided into 16 annas, an anna into 12 pies. Accounts are kept in rupees, annas and pies (rs—as—ps). In practice, however, one rarely sees the pie. It is the pice (equal to 3 pies and a quarter of an anna) which is the smallest coin one gets as change. Coins current as change are of the value of 1 pice, 2 pice, 1 anna, 2 annas, 4 annas, 8 annas and 1 rupee.

On January 1 the status of the rupee as unlimited legal tender and its value will remain unchanged. What will change is its divisions. It will be divided into 100 paisa, and all fractions of a rupee will be expressed in two places of decimal. The new denominations of the coins will be=1 paisa, 5 paisa, 10 paisa, 25 paisa, 50 paisa, 100 paisa (1 rupee). The existing rupee coins will be retained, and so will be the $\frac{1}{2}$ rupee (8 anna) and $\frac{1}{4}$ rupee (4 anna) coins, as they will be exactly equal to 50 and 25 paisa respectively. Hence for the present only three new coins are being struck by the mint, and these are 1 paisa, 5 paisa and 10 paisa, to go into circulation on January 1.

Government accounting will switch over to the new decimal system, as also commercial banks and business institutions in the country. In practice, however, the Government envisages a transitional period when all fractions of a rupee will be payable either in paisa or in annas and pies. The length of this period will depend on the speed with which old coins are replaced with new ones. This process is likely to take three years or more. The Department concerned has prepared comprehensive conversion tables setting forth the rounded old coin equivalents of sums expressed in terms of paisa.

The inherent superiority of decimal coinage over other forms has been accepted everywhere. What prevents its becoming universal is a certain degree of reluctance to forsake a familiar system and, even more, the staggering cost of change-over. In fact Pakistan took warning from the circumstances of a country like the U.K., for instance, where the widespread use of calculating machines makes a change-over so overwhelmingly difficult. Pakistan's development programme of the next ten to fifteen years will complicate Pakistan's economy and increase the use of calculating machines. Accordingly it was decided that if Pakistan was to adopt a decimal coinage, now was the time. Decimal coinage is only the first step in the larger programme of decimalisation. The next step will be the introduction of the metric system of weights and measures, and will follow currency reform as soon as possible.

GHANA

A few years ago the Ghana Government produced a book on the subject of its main revenue-earner and called it "Golden Harvest." The description is expected to be particularly apt when the final figures of the 1960 cocoa crop are known. Experts say production (which is generally well over 200,000 tons, or a third of the world figure) will be the highest since the Ghana Cocoa Marketing Board was set up thirteen years ago.

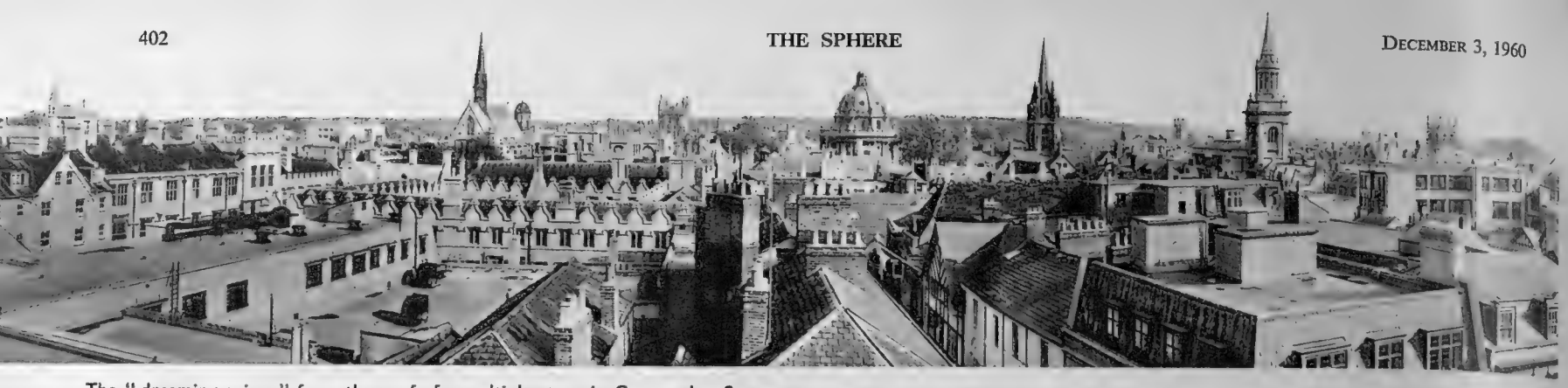
Prices, too, are being well maintained, so the economic picture for the immediate future is a specially good one.

The story of Ghana's cocoa industry is as romantic as the country's palm-fringed coastline. A hundred years ago there was no cocoa and the country's fragile economy was based on such minor exports as palm-oil and copra. Then, in 1878 or 1879, a Gold Coast blacksmith who had been working on Fernando Po, returned home with a single cocoa pod. He planted the seeds in Mampong, Akwapim. Only one tree grew, but from it came the pods which formed the basis for one of the wealthiest industries in Africa. The reserves of the Cocoa Marketing Board, which handles the purchase and marketing of the crop, stand to-day at nearly £80,000,000. Over the years, cocoa has financed huge programmes of development. Without the blessing of economic independence which it brought, it is questionable whether Ghana would to-day be a sovereign and independent Republic. Small wonder that a grateful nation plans to perpetuate the name of the blacksmith with a £500,000 building—the Tetteh Quarshie Memorial Hospital, at Mampong.

Ghanaians are proud that their cocoa has always been an entirely African industry. The crop requires special climatic conditions and can only be grown in the moist, humid forest zone with an adequate rainfall and plenty of shade. There is no monopoly in production and it is scattered among thousands of farmers, most of them managing plots of a few acres. There are two harvests: a small one in the middle of the year, and the main one from September to January. During this time the farmer and his family, and perhaps some hired helpers, cut the yellow pods from the trees and take them to a central point where they are split open. From them are extracted the sticky pink-white seeds. These are then piled on the ground and covered with plantain leaves for six days to ferment. After this the beans are dried in the sun, then packed in sacks and taken off to market.

The industry has had its setbacks. Nine years ago it was almost threatened with extinction from the ravages of Swollen Shoot, a virus disease for which there was no cure. Only an energetic programme of cutting out and replanting saved the all-important cocoa. There have been other dangers, noticeably from capsid, but they have been overcome by a watchful Government that gets two-thirds of its revenue from the crop. The dangers inherent in a situation such as this have been realised for a long time and there are strenuous efforts to spread the economic structure over wider fields. The best single solution to appear so far is the Volta River Project which, if implemented, could give Ghana a new future as a major producer of aluminium.

Right: The Duke of Edinburgh talks with Mrs. Pandit, the Indian High Commissioner, at the reception at St. James's Palace, London, to launch the Edwina Mountbatten Trust



The " dreaming spires " from the roof of a multiple store in Cornmarket Street

Traffic edges slowly down High Street, past Brasenose College

WHAT RELIEF FOR OXFORD?

By **JOLYON WIMHURST**

On Thursday, December 1, there opened in Oxford an inquiry at large in the attempt, once again, to find the solution to the city's acute traffic congestion. It is being held under an independent inspector, Sir Frederick Armer, a former deputy secretary of the Ministry of Health. The aerial photograph of the centre of Oxford gives a clear picture of why the problem is so serious. Main routes north and south, and east and west, intersect in the centre, at Carfax. These roads carry industrial and through traffic, and regional traffic of shoppers and tourists. Due to its site on a peninsula formed by the Isis and Cherwell, the old University city is inextricably mixed with the shopping and business area. When industry at Cowley to the east expanded, housing estates sprang up, linked to the centre by one road bridge, Magdalen Bridge. The railway station on the west is accessible to most of the population only by traversing the centre.

For through traffic, a system of outer by-passes is under construction and is about 75 per cent. complete. A new shopping centre for Cowley has been approved, although progress is extremely slow. More stringent controls are being applied to commercial and industrial development in the centre of Oxford, but this has not prevented the expansion of existing firms and multiple shops in recent years. These measures, however, will not relieve, to any necessary extent, local traffic crawling through the once-quiet streets.

For well over thirty years, Oxford, Town and Gown, has been debating the problem. In the post-war years, the debate has become

(*Continued on page 422*)

Christ Church Meadow. Two of the proposed relief roads run across it

An aerial view of the centre of Oxford. Upper left is the railway station and Osney Bridge over the Isis. Top centre is the junction of the Woodstock and Banbury roads, leading down into St. Giles, and to the prominent junction at Carfax. To the right the High Street curves towards Magdalen Bridge. Below it is Christ Church and Christ Church Meadow. Scheme A, known as the intermediate relief road, is marked in dots, running in a loop well to the south and then northwards to the station. The middle route, Scheme C, is marked in an unbroken line, running across the south of Christ Church Meadow to a roundabout at Folly Bridge on St. Aldate's. There is a loop to the station, and a route north through St. Ebbe's, and then via roundabouts to the top of St. Giles. The inner route, Scheme B, runs across Broad Walk, along the north side of the Christ Church Meadow, with a spur to the station, and then passes through St. Ebbe's and up to the bottom of St. Giles

BRIAN VESEY-FITZGERALD

GETTING AWAY FROM IT ALL

In the middle of a large clump of bamboo in my garden, tucked away under a pile of leaves in a depression in the ground, is a hedgehog, fast asleep. This clump of bamboo is a favourite place with the neighbourhood hedgehogs, and has been for many years; and this, despite the fact that it is no more than 6 ft. from the path leading to my front door and but little more than that from the road. You would not think it a very restful place, for there is a good deal of coming and going on two sides of it, but the hedgehogs evidently like it. It is true that even in wet weather, even in such very wet weather as we experienced this past October, the middle of a large clump of bamboo remains dry enough: pretty snug, in fact. I think that the dryness must outweigh the noise.

At any rate, the hedgehogs have used this bamboo as a daytime sleeping-place for many years past. Frequently, during the summer months, my terriers would let me know that there was a hedgehog in residence. Now I have no terriers and my cats have no interest in hedgehogs; I lie down and peer between the canes every now and again to see if there is one having a nap. Quite often during the summer, but rarely on two successive days, there is. Over the years, constant use by hedgehogs has made the depression quite deep so that, now, when filled with leaves, it must make a very comfortable bedroom, warm and dry. But I do not think that it has been used as a winter sleeping-place, as a hibernaculum. Certainly, my terriers never told me that there was a hedgehog there in the winter, but then the depression may not have been deep enough at that time to be suitable for hibernation: or, it may be that the hibernating hedgehog does not give off a scent. I do not know.

A hedgehog in characteristic pose, photographed by Eric Hosking

But there is a hedgehog asleep in the bamboo clump now. A week or so ago, a friend of mine, living only a few hundred yards away, asked me to come and have a look at a hedgehog which he had found asleep in one of his hen-coops. The coop, raised about a foot off the ground as a protection against rats, had not been used for some time. There was the hedgehog, rolled into a neat ball in one corner, fairly well covered with straw, and sound asleep. He had been like that for several days when I saw him, and I thought he must be hibernating.

I thought I would go and have a look at my bamboo. I managed after a bit of a struggle to scrape away some of the leaves in the depression. It's really almost deep enough now to be called a hole. There was my hedgehog: fast asleep too, quite undisturbed by all the commotion I must have made, wriggling my not inconsiderable frame about to get near enough to touch the leaves (bamboo is noisy stuff). I think he, too, is hibernating. Anyway, I covered him up again and left him. I have had another look since. He is still there. So is the one in the hen-coop. But, if this is hibernation, it is very early for hedgehogs.

They do not, as a rule, hibernate until the year has turned. I have always thought that they did not go into the really deep sleep of hibernation until the end of January or the beginning of February. Certainly, I have seen hedgehogs about in late December before now. I have never seen one abroad in February.

We really know very little about hibernation. Some of the animals that are commonly supposed to hibernate, the badger and the grey squirrel, for example, are now known not to do so. The grey squirrel may stay indoors for several days at a time in really inclement weather, but it has no objection to cold weather as such, and it does not go fast asleep. (The red squirrel, our native squirrel, takes all our weathers in its stride.) The badger may not come out every night throughout the winter, but it does not stay indoors for long periods—not for as long as a grey squirrel, I think—and it, too, has no objection to cold weather. Badgers may be abroad on very cold nights. The bats hibernate: some of them I think, may sleep right through the winter. But you may sometimes see a pipistrelle on the wing in mid-winter, and the cave-dwelling bats certainly move about from place to place in the cave during the winter, even if they do not go outside it.

The only really solid hibernator among our mammals is the dormouse. This is said to hibernate from the middle of October to the middle of April, to spend six months of the year fast asleep; one has been known to exceed that span. So fast asleep curled up in a ball, so stiff and cold, that it is said that you can roll a hibernating dormouse along a table, like a tennis-ball, without waking it up. Before the war a dormouse made itself a nest in an old tennis-net in my garden shed and spent the winter there. Unfortunately, I did not discover it until the end of January, so I do not know how long it actually hibernated. But it did not go until about the middle of April. There was a little store of seeds in the nest, so perhaps it woke up during the winter, had a nibble and went to sleep again.

It used to be thought, and I am sure that this is still the common belief, that mammals hibernated because of the cold: a natural enough assumption. But scientists are now of the opinion that neither cold weather nor a scarcity of food is a primary cause of hibernation. It is now thought that the layers of fat which the hibernator puts on in later summer and early autumn, and especially the deposit of fat around the blood-vessels in the chest and neck (which has been called the "hibernating gland") trigger the thing off. But nobody seems to know, as yet, exactly how it works.

Why should the dormouse spend half the year in a sleep that is but little removed from death, and none of our other rodents hibernate at all? Why should the hedgehog hibernate, if only normally for, say, three months in the year, and none of our other insectivores? Why should the hedgehog alone have the "hibernating gland" and get so very fat in early autumn? I know that these are questions that cannot be answered, but you still cannot but wonder. Presumably, there is a sound reason.

Why should these two hedgehogs have gone to sleep so early this year? It shows that cold weather has nothing to do with it, and there is certainly no scarcity of food at the moment. I do not think that scarcity of food could ever apply to the hedgehog, which is pretty well omnivorous, anyway. Maybe, they are not really hibernating. Maybe, they just got fed up with the weather and retired to bed, and will wake up and start moving around later on. I suppose that the truth of the matter is that, with the possible exception of the dormouse, you cannot lay down a general rule. I suppose that the hibernating habit among hibernators varies from animal to animal, and perhaps with each individual from year to year. Perhaps this year these two hedgehogs put on too much fat too early. Or maybe they just got fed up with getting their feet wet.

Forwards grapple for the ball after a lineout

Wellington wing-forward S. Curran prepares to tackle fly-half C. A. Stewart

P. K. L. Smith (Clifton) tries to break past C. D. Stancomb

PUBLIC SCHOOLS FOOTBALL

WELLINGTON v CLIFTON

A firm pitch at Wellington, where this match was played last month, presented excellent prospects for an afternoon of open football. But both sides appeared to be conscious of their weaknesses, and made constant use of the touchlines in an attempt to cover them. The kicking was, admittedly, good—especially by J. S. Amor for Clifton and J. A. Morgan for Wellington—but neither side possessed the necessary penetration or thrust in the centre to exploit the advantage when they were in their opponents' "25." Forward, particularly in the lineouts, Clifton were superior. Scrum-half Amor was also dangerous, but apart from a couple of breaks in the first half, both of which might have resulted in tries, little constructive play resulted from this superiority. The left-wing (I. M. Oak-Rhind and C. D. Stancomb) was Wellington's strong point but they were starved of the ball until the late stages, and then the winger was lost through an injury. The only score came late in the second half, although one penalty was missed by each team before the interval. Clifton's Amor, and his captain, D. R. Chaffe, worked the blind side. Chaffe was brought down a yard out, but gave the ball to B. R. Gibson for him to dive over the line. Thus Clifton won by three points to nil.

Next week, in this series, will be Merchant Taylors v Mill Hill

A high jump for the ball in a lineout

R. Thomas (Wellington) kicks for touch as J. C. Cookson tackles

Clifton's hooker, R. I. White, brings down an opponent

The east bank of the River Nile in Cairo is seen from Gezira Island. On the left is the massive new Nile Hilton Hotel. Immediately to the right is the rectangular building of the Ar

CAIRO TO-DAY

Aspects of the U.A.R. Capital

Photographs by A. F. Kersting

Although it is expected some little time will elapse before diplomatic relations are fully re-established between Britain and the United Arab Republic, Cairo is attracting a number of British tourists this winter. Visitors familiar with the city in the past will find many new buildings altering its aspect. Among the more striking changes perhaps are those in what used to be Midan Ismailia, now called Midan Tahrir—Liberation Square. Here in the old days were the British Kasr el Nil barracks, a relic from the Victorian era and familiar to every Serviceman who went to Cairo. The barracks were demolished as soon as the British withdrew their forces. On the site three tall buildings have been erected. A feature at one corner of the Square is a pedestal, put up some years ago. It still lacks a statue. It may eventually be the base for a memorial to the U.A.R.'s Unknown Warrior. Looking from Liberation Square across the Nile to Gezira Island, once the home of the exclusive British Sporting Club, the prominent feature to-day is the concrete tower of the new television station. This is a reminder that Cairo is the centre of one of the most powerful broadcasting organisations in the world. Yet for all the changes, the traditional boats still sail along the river, and parts of the city retain their narrow streets and ancient buildings.

Looking up the Nile from the Hilton Hotel. On the far side of the Kasr el Nil bridge is Roda Island, a residential quarter with many modern buildings

ue. Beyond the Kasr el Nil bridge is the long-established Semiramis Hotel with, next to it, the new Shepheard's Hotel

In Midan Tahrir (Liberation Square) are the Arab League Building (left), the Hilton Hotel (centre), the new Municipal Offices and the domed Egyptian Museum of Antiquities

TRAVEL

EUROPEAN HOTELS I HAVE LIKED

By **GORDON COOPER**

During the last ten years my travels have brought me lodgings in over 500 hotels scattered in most of the countries of Europe. From my experiences I am convinced that cost alone by no means ensures the perfect hotel —the kind of hotel to which one is glad to return again and again. So many things contribute to my idea of the perfect hotel: situation and surroundings, good food, a pleasant bedroom, and most important of all a cheerful atmosphere and efficient service. Then, a purely personal point, I appreciate an hotel where I can have a really hot bath at 3 a.m., for this helps to send me off to sleep again.

Unlike some critics, I have found several hotels in Britain and Ireland which take their place in my selective list and which seem to me

The Sligachan Hotel on the Isle of Skye

to be no whit inferior to their sometimes overlauded Continental rivals. I am, for instance, happy to return again and again to those two Trust Houses, the " Bull " in Long Melford and the " Swan " in nearby Lavenham, both " wool " towns, with a rich English atmosphere and glorious parish churches. Lavenham with its Guildhall offers the finest old timber-framed building in England. The cuisine, incidentally, in the " Bull " is outstanding, and the menu even includes those exotic delicacies *escargots* and frogs' legs.

Other English hotels I recall with delight are the " Imperial " in Torquay—surely the best out of London luxury hotel in Britain; the " Ship " in Brighton; " The Golden Hind " at Hythe, in the New Forest—an ideal spot for a rest-cure—and " The Leicester Arms " at Penshurst, one of England's loveliest villages. A couple of excellent escapist hotels are the " Ship " in Aberdaron (Wales) and the " Woodford Bridge Hotel " at Milton Damerel (Devon) which is as typical an English inn as one could wish for, and recommended specially for overseas visitors.

In Scotland, I have three especial favourites: the " Weem Hotel " at Weem, by Aberfeldy, a real Highland hostelry; the "Baron's Craig Hotel," by Dalbeattie (Kirkcudbrightshire); and the " Sligachan Hotel " on the Isle of Skye, which is also a good centre for visitors to this loveliest of all islands.

Crossing the Channel into France, my brief selection of hotels I 've especially liked include, first, the " Ripotot " in Champagnole (Jura); the " L 'Ajasserie " in Orcival (Auvergne); the " Bon Laboureur " in Chenonçeaux, close to the loveliest of all the chateaux of the Loire; " La Verniaz " on the outskirts of Evian-les-Bains; the famous " Carlton " in Cannes; and, for the escapist, the " Auberge Ecu de France " at Sanxay, a tiny village lying south-west of Poitiers. Then, another rewarding " away-from-it-all " spot beside the sea is the " Baie des Anges " in l'Aber-Wrac'h (Finistere).

Switzerland has so many good hotels that it is not easy to choose a favourite. Perhaps it would be the " Alpina " in that lovely Swiss mountain resort, Mürren, not least for the superb view which one gets from one's bedroom across to the snow mountains. The " Casa Tamaro " in Ascona (Ticino) is another hotel which has especially appealed to me. Among the luxury establishments I have never found better service and comfort than at the " Gstaad Palace."

There are many hotels in Germany I like. Of the major hotels, the " Grand Hotel " in Nuremberg has few equals, while I still remember the outstanding service in the " Insel-Hotel " in Constance. The " Eisenhut " in Rothenburg is the kind of place you fall in love with at first sight. In Berlin I favour the " Steinplatz," although I have a soft spot for the simpler " Stephanie," where in the early post-war era I found a most obliging staff, with a full share of Berlin mother-wit and cheerfulness. In the Black Forest the " Funk " at Dobel could hardly be bettered, as is also the case with the Hotel-Pension " Meindelei " in Bayrischzell (Bavarian Alps).

Having travelled the length and breadth of Italy, I shall reduce my final selection to the " Majestic " in Rome; the " Bella Riva " at Fsano (Lake of Garda); the " Fonte di Napoleone " in Foggio (Elba); and the " Axidie " at Vico Equense (near Naples). I have enjoyed staying in all the Jolly Hotels, which in a way rather resemble our Trust Houses in their standards.

Austria calls back many satisfying hotel memories. In Vienna, the " Europa " would certainly be my choice on a return visit; and in Innsbruck, there is the modest but typical " Weisses Kreuz " in the old town. The " Karwendelhof " in Seefeld is most pleasing; On the simple side, there is the " Gasthof Lederbrau " in Rattenberg, most enchanting of Tirolean towns. Then, a perfect honeymooners' hotel is the " Schloss Hofen ", an ancient castle, not far from Bregenz. As a final Austrian mention, there is the " Prüller " at Pörtschach on the Wörthersee, to which I have already returned on several occasions.

In Spain the Hostal de la Gavina in S'Agaro on the Costa Brava takes first place, but I am also fond of the State-run *paradores*, especially those in the medieval village of Santillana del Mar (where the " Gil Blas " is one of the most beautiful buildings in this extraordinary village), and at Riano (Leon), which is set amid a wild and lovely countryside and is the perfect spot for a rest-cure, as well as for the angler. Farther afield, in Grand Canary, I have twice lodged at the " Lentiscal " which lies close to Las Palmas, and is inexpensive.

Elsewhere abroad, I can merely give favourable mention to the " Grande Bretagne " in Athens; the " Avala " at Budva (Dalmatian coast); the " Randers " (Denmark); the " De Hooge Vuursche," close to Soestdijk (Holland); and the " Kornobeurs " in Goes (Zeeland), whose most famous guest was Napoleon. It remains in my memory as the place in which I enjoyed the best oysters of my life. Nor can I forget the modest, but delectable, " Samina Gasthof," perched high on the mountainside above Vaduz, capital of Liechtenstein.

Finally, there are the hotels of Ireland, where you can enjoy a hospitality that is unique, not to mention as good food as any in Europe. Here, once again in these pages, I give special commendation to the " Butler Arms " in Waterville. This last spring I was equally delighted with the Renvyle House Hotel in Connemara and, a truly exciting discovery, " Godefroy's Hotel " at Greenfield, on the shores of Lough Corrib, where you get the best brown trout fishing in the country and perfect peace.

WINTER QUARTERS IN NASSAU AND TUNIS

I have been looking at winter rates for accommodation in Nassau, which apply between the middle of December and the middle of April. Very few hotels quote full pension; most quote demi-pension, that is, room, breakfast and dinner. These prices vary from £5 3s. a day and up at the Royal Elizabeth to £10 13s. 6d. a day and up at the Emerald Beach. There is accommodation available in guest houses and in private apartments, but these are mostly on a room only or bed and breakfast basis. For an example, Mrs. K. Carlsson can offer you a single room only, with private bath, for £1 8s. 6d. a day. The average guest house charge for a single room only, with bath, seems to be between £2 15s. and £4 5s. a day. In most cases there is a saving with a double room. Prices are not any cheaper in the out-islands. There are very few places where full board can be obtained for less than £5 a day.

Tunis has been somewhat overlooked by those seeking winter sunshine, but there are some charming little resorts with good hotels which are well worth visiting. Such a place is Hammamet. This winter, Skyways in conjunction with B.E.A. will operate a weekly service from London to Tunis, leaving on Tuesdays and returning on Wednesdays.

What a pity the new car-sleeper express to be introduced by French Railways in 1961, between Paris and Biarritz, is not to be extended to Boulogne. Nevertheless, it will be a very welcome addition to the Paris-Avignon, and Boulogne-Lyons services now operating, for it will enable drivers to get over a very awkward hump in their journey to the Basque coast or to Spain and Portugal. There will be three departures a week on Wednesdays, Fridays and Sundays from the Gare de Lyons, Paris, between June 23 and September 22, and return departures on Tuesdays, Thursdays, and Saturdays, between more or less the same dates. The return fare for the conveyance of car and two passengers, adult or child, in couchette sleeping berths, ranges between £31 and £39, according to the length of the vehicle. For each additional passenger £10 return will be charged, reductions being available for children. Wagons-Lits single, double and tourist compartments can also be booked for a supplementary charge.

There is also some exciting news about the new twice-weekly car-sleeper express between Paris and Milan, which is in addition to the Ostend-Milan car-sleeper express. Both will connect at Milan with the new Milan-Brindisi car-sleeper train running once a week, where special arrangements have been made to connect with the new Italy-Greece car-ferry service operated by m.s. *Egnatia* and m.s. *Appia*. Calls will be made at Corfu, Igoumenitsa on the mainland and at Patras. Two nights in the train and one on the steamer may not appeal to everyone, but it is a great benefit to have your own car available to tour Greece, without having to drive the whole way overland.

Have you heard of the dirham before? This is the new monetary unit of Morocco which has just been introduced there on the basis of one dirham to equal 100 Moroccan francs.

W. D. C. C.

On the Kent bank of the River Thames is the southern approach to the road tunnel which is to run under the river from Dartford to emerge at Purfleet, in Essex. Work on the tunnel was begun before the war, and resumed in 1956. Now the actual tunnelling operations are almost complete. The contractors are Edmund Nuttall, Sons and Co. (London) Ltd., who gained the £6,000,000 contract in 1956. The tunnel is nearly one mile in length and is sunk 25 ft. below the river bed. The next steps in the building of this link under the Thames will be to line the tunnel with concrete, to lay down a road deck and footways, to provide ventilation shafts and to lay down the approach roads. In fact, the northern approach is already well advanced, The contract for the southern approach was awarded recently. The consulting engineers for the scheme, due to be completed in 1962 at a cost of over £11,000,000, are Mott, Hay and Anderson

TUNNEL UNDER THE THAMES

BOOKS

ARISTOCRATIC CHILDHOOD

Lady Violet Powell's early memories; assessment of Dylan Thomas; autobiography and biography, mostly from France; and this week's fiction

Wit, sensibility and a quick, bright eye were gifts with which Lady Violet Pakenham was born and now, some but not too many years later, as Lady Violet Powell, wife of that distinguished novelist Anthony Powell, she has written an enchanting book of early memories, which proves with one elegant swoop that she is a *raconteur* supreme. I won't say that the book establishes her as such because establishment of any kind has a stodgy and cautious connotation which this writer would find intolerable and her readers, inappropriate. Instead, the proof consists of a long, lively, sometimes hilarious and more often touching story of a childhood and adolescence in a big family; aristocratic, eccentric, often downright uncomfortable and always unpredictable. The author's portrait of her mother is tenderly expressed but has none of the fuzziness of sentimentality—that dead growth on so many memoirs—and it is only one delight in this enchanting book—FIVE OUT OF SIX (Heinemann. 18s.).

One might think that it was still early days to try to assess the impact of Dylan Thomas, as a man and as a poet, but there are many and excellent precedents, notably *Gerald*, a brief and exquisite memoir written soon after her father's death by Daphne du Maurier. So that DYLAN THOMAS—*A Critical Symposium* (Heinemann. 25s.), in which Professor E. W. Tedlock has edited the contributions of thirty-eight writers, among them Dame Edith Sitwell and Augustus John, may very well have the special and precious value of immediacy and clearly-defined memory.

M. Marcel Pagnol is a French playwright, film maker and member for the last fourteen years of the *Académie Française*. He wrote *Marius* and he wrote *La Femme du Boulanger*, to recall only two masterpieces, and now for the first time he has written, as he puts it himself, in prose. THE DAYS WERE TOO SHORT (Hamish Hamilton. 25s.) contains, in one volume, his first two books of autobiography, recalling his days as a child in Provence and peopling the pages with the warm, spicy, loving memories of a youth in which everyone might be poor but everyone had the sovereign right of being an individual. A heavenly book. The excellent translation has been made by Rita Barisse.

MEMOIRES INTERIEURS (Eyre and Spottiswoode. 21s.) is by M. François Mauriac and these reflections upon the intellectual and artistic life of his times have been described "as an act of fidelity to a civilisation." Thoughtful, analytical and objective, in so far as a writer of his gifts may detach himself from current moods and influences, this book could well be a stage in one's education in French literature.

SHADOWS ON THE GRASS (Michael Joseph. 10s. 6d.), by Isak Dinesen, comprises four autobiographical episodes which form a natural pendant to her unforgettable book, *Out of Africa*, and would recall the force and beauty of that work if any reader needed the reminder. A fresh and welcome postscript.

A HEAD OF SOLOMON, THE DISTINGUISHED PIANIST, by Madge Bonham-Carter, is one of the exhibits which are on show at the Eighth Annual Exhibition of the Society of Portrait Sculptors. This is being held at the galleries of the Royal Water Colour Society, Conduit Street, London, until December 6

There is a photograph of Utrillo's mother, Suzanne Valadon, taken in 1885 and showing her as a great and authentic beauty, in M. Henri Perruchot's biography of TOULOUSE-LAUTREC (Perpetua. 35s.); and indeed, for all its labelling as a definitive work on the artist, it may well be that the photographs in themselves will hold the memory more clearly than the highly emotional text.

In a little over a month's time, the Paris *couturiers* will be showing their collections of clothes for the spring and summer, influencing line and colour in these matters throughout the western world and the editors of the big international fashion magazines will be received, though on slightly more competitive terms, like royalty. Miss Bettina Ballard, for long the American editor of Paris *Vogue* and a friend of the great in that world, has now written a spirited book of reminiscences, IN MY FASHION (Secker and Warburg. 21s.), which, oddly enough, could be good reading even for a male.

THE L-SHAPED ROOM (Chatto and Windus. 16s.), by Lynne Reid Banks, is the first of this week's novels for the sufficient reason that it has the greatest impact, in spite of the determined and detailed sordidness of its background. The principal character is a young woman who is going to have an illegitimate baby. Homeless because of her father's intransigence and jobless for other reasons, she takes a top-floor room in a distressing old Fulham tenement and there prepares for the new life. An uncomfortable book but not a distressing one.

The next two novels are concerned with advertising agencies: THE WONDERFUL ONE (Hodder and Stoughton. 12s. 6d.), by Mr. Robert Wade, in crisp and casual terms a Cinderella story in reverse, and

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OCCUPIED FRANCE

Life in Paris and in the Resistance

The agonies and the glories of the Resistance, and the tribulations and humiliations of the occupation are brought into sharp relief in two new books about life in France in the Second World War. Ninetta Jucker's CURFEW IN PARIS (Hogarth Press. 21s.) shows the extent to which the French capital was cut off from normal contact with the outside world, and had to depend almost entirely upon its own moral and spiritual resources. Fear brought out both the best and the worst in individuals, not least in respect of the black market, the grey market, and the *marché parallel*. The Germans played with cunning upon conflicting loyalties, and we see from Ninetta Jucker's eye-witness account what a long time was required before the seeds of the Resistance were well and truly established. TEN STEPS TO HOPE (Arthur Barker. 18s.) is the re-creation by a Frenchman, writing under the pen name of Rémy, of ten episodes of the Resistance. These constitute an anthology of the underground struggle. One feels they are written in gratitude for loyalty given by comrades under duress. Despite the treachery and the double dealing, the espionage, and counter-espionage, these stories, written with sincerity and dramatic quality, bring a real message; a glow of exhaltation because, taking it all in all, there were so many who kept faith one with another.

The evidence of history is strong that those societies are most creative and progressive which safeguard the expression of new ideas. On this firm standpoint J. Bronowski and Bruce Mazlish have written their 500-page treatise on THE WESTERN INTELLECTUAL TRADITION (Hutchinson. 30s.). No one can doubt that the Western World will receive this gigantic pat on the back with the greatest of pleasure, welcoming particularly the references to those countries (like Britain and Canada) which give a special status to the leadership of the opposition and so officially hold open the door to vigorous new ideas. The authors propound many truths about the West, most of them palatable; maybe too much so for our own good.

In OLD AND NEW ATHENS (Putnam. 35s.) Demetrios Sicilianos presents the history of his beloved city from 1204 to 1821, when it was successively under the occupation of Franks, Catalans, Venetians and Turks. The author, who wrote during the dark days of the German occupation, reveals the power of survival of the Greek people under dire difficulties. The author's account of the medieval monuments surviving in modern Athens is enhanced by some delightful photographs.

Richard Carrington's A BIOGRAPHY OF THE SEA (Chatto and Windus. 30s.) is a book that clearly succeeds in its ambition, presenting an excellent overall picture of the world ocean, its animal and plant populations, and its influence upon history. Here again first-rate photographs add to the value of the text.

There may be no royal road to learning, but Lancelot Hogben, who twenty-five years ago produced *Mathematics for the Million*, has taught us to avoid the original tortuous path to mathematical progress in cutting a new straight highway of his own, replete with one or two ingenious flyovers for the student. MATHEMATICS IN THE MAKING (Macdonald. 50s.) reviews the history of mathematics, putting into sharp focus the problems and practices of past times, and leading up to the mathematical techniques which modern science now employs. Visual aids play a notable part in this engrossing volume, which has all the hallmarks of a Christmas best-seller in the days ahead and of a secondary school prize for years to come.

THE CONNOISSEUR YEAR BOOK (National Magazine Co. 30s.) once again maintains its own high standard in its specialised field. Alec Clifton-Taylor's article on "Smaller Georgian House Fronts" gives emphasis to those "middling houses" which so well suited the mercantile population, as opposed to the stately homes of the aristocracy. The Year Book's range, as ever, is wide, bringing joy to collectors in many fields.

R. C. E.

STORYBOARD (Faber. 15s.), by Mr. John Bowen, a tougher but equally local product. Both of them have a quality of readability; both are founded on a basis of experience though not, as they are careful to say, of exact reporting, and both endorse one's private feeling that advertising carried too far can have a positively malevolent effect.

And so to the fresher air with three adventure stories, the first of which is by Mr. Berkely Mather. THE PASS BEYOND KASHMIR (Collins. 15s.) starts with the premise that there may be oil in the Himalaya and that the secret of its location may be held by a down-at-heels, ex-Army officer. With that, the hunt is up and a very exciting hunt it is, proving once and for all that Mr. Mather is an ace performer at the intelligent, adventurous thriller game. THE LONG VOYAGE (Eyre and Spottiswoode. 16s.), by Mr. John Christopher, is another novel dedicated to excitement and adventure: the fast-paced story of a handful of passengers in a little cargo boat, half-wrecked in a storm and swept into the icepacks of Greenland. Effective and fairly tough. THE SLENDER THREAD (Macdonald. 15s.) has an unusual theme : the wholly benevolent kidnapping of a child, and P. J. Merrill, the pseudonym of an experienced novelist, has made a genuinely thrilling thing out of it. Recommended.

From France comes a little fantasy, SUNDAYS (Weidenfeld and Nicolson. 16s.), by Mrs. Daisy Fellowes, which is a fairly loosely woven piece of stuff about a little maid who wanders through France only to find happiness in the countryside she has left. Typically *chic* illustrations by Vertès. And from France, too, M. Jean Bassan's THE WRONG HORSE (Heinemann. 18s.), an historical novel about northern Italy at the time of the Ghibelline wars. Relatively few writers now choose a medieval theme and M. Bassan's knowledge of the period and places he describes makes this a powerful as well as a readable reconstruction. The translation is by Mr. Lowell Bair.

Finally, A GLIMPSE OF ARCADIA (Michael Joseph. 13s. 6d.), in which Mr. Macdonald Hastings tells a story of Thameside London in the eighteen-sixties and tells it with a most compelling charm as he describes the life of the boy who caught the last salmon in the Thames.

Vernon Fane

THE PAST REVEALED

Archæology is one of the most popular of the sciences. Among those responsible for stimulating the public's interest is *The Illustrated London News*. Almost every week it includes a valuable and informative feature on some aspect of archæology. For several years Edward Bacon has been closely concerned with these features and their eminent contributors. This has inspired him to write DIGGING FOR HISTORY (A. and C. Black. 50s.). He explains his purpose in the sub-title *A Survey of Recent World Archæological Discoveries 1945-1959*. The book, which is excellently produced with numerous photographs and reconstruction drawings by Alan Sorrell, has many virtues. Above all it is intended for the layman, for the non-expert amateur. Starting in the United Kingdom, Mr. Bacon takes the reader on a round-the-world dig, to the continent of Europe and on to Asia, Africa and America. It is fascinating and, to the uninitiated, astonishing to learn about how much is being unearthed regarding the past history of the human race in so many different climates. The author is a master of his subject and writes easily and with a light touch. He is as much at home in expounding discoveries in Russia or China as he is on such matters as the Temple of Mithras in London, or Stonehenge. His theme is recent finds but he also outlines in each country the work of earlier archæologists.

Mr. Bacon is to be congratulated on a book which should certainly become a standard work of its kind. It is to be hoped that from time to time there will be new editions to which he will add material to keep the reader right up to date. Perhaps he will also consider including a bibliography of further reading.

C. D.

(Further book reviews on page 422)

M. Vintila Horia, an exile from Rumania, has been awarded the Goncourt Prize, one of the major fiction prizes in France, for his novel *Dieu est né en exil*. He settled in Paris recently after living in Italy, Argentina and Spain since he left Rumania in 1940. The novel is M. Horia's first work in French—he also writes in Rumanian and Spanish. It is an apocryphal diary of Ovid, written in the first person in a poetic style, and devoted to the poet's exile in what is now Rumania

At a party held in the Pavilion at the Oval, Sir Jack Hobbs signs a copy of his biography, *Jack Hobbs* (published by Hollis and Carter at 16s.), watched by Mr. Andrew Sandham (left), his opening partner for Surrey, and the author, Mr. Ronald Mason. Many cricketing personalities attended the function

Peter O'Toole has been chosen to play the part of T. E. Lawrence in the forthcoming epic film, produced by Sam Spiegel, *Lawrence of Arabia*. The announcement marks another step in the rapid climb to fame of the young Irish-born actor, who achieved such success at the Shakespeare Memorial Theatre at Stratford-upon-Avon last season. He was widely praised by the critics for his performances as Shylock, Petruchio and Thersites. Peter O'Toole, a former newspaper reporter and seaman, acted at the Bristol Old Vic and then appeared in London in *The Long and the Short and the Tall*. Based on *The Seven Pillars of Wisdom*, *Lawrence of Arabia* is being made in colour and is directed by David Lean. Location shots will be filmed in Jordan, starting in February

PEOPLE IN THE NEWS

Left: At a party in preparation for the Royal Première of the film of *Macbeth*, on December 9 at the Royal Festival Hall, in aid of the British Red Cross, April Olrich, the third witch in the film, talks to the hostess, Lydia, Duchess of Bedford. The party was held at the British Red Cross headquarters in Grosvenor Crescent, London. Princess Alexandra will attend the première of the film, which stars Maurice Evans as Macbeth and Dame Judith Anderson as Lady Macbeth. Others in the cast include Michael Hordern as Banquo and Ian Bannen as Macduff. Directed by George Shaefer, the film was shot in colour on location in Scotland and at Elstree Studios. Maurice Evans and Judith Anderson have been much acclaimed by American theatre critics for their performances in Shakespeare's plays

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

Sir Donald Anderson

The latest of Britain's passenger liners, *Oriana*, leaves on her maiden voyage for P & O/Orient Lines on Saturday, December 3. Chairman of the P & O Group, one of the biggest commercial shipping enterprises in the world, is Sir Donald Anderson. He has been photographed against a background of a Chinese screen in the chairman's office in London. The group controls about 350 ships of a total of 2,250,000 tons gross, ranging from the nearly completed 45,000-ton *Canberra* and the 40,000-ton *Oriana* to tankers and pleasure steamers on the Thames; and has interests in other industries. Since Sir Donald succeeded Sir William Currie as chairman on April 1 of this year, the amalgamation of P & O and Orient has taken place. Born in 1906, Sir Donald was educated at Eton, and Trinity, Oxford. He started his career in the family business of Anderson, Green and Co. Ltd., managers of the Orient Line and ship brokers, and joined P & O in 1934. He became a director in 1943, a managing director three years later, and a deputy chairman in 1950. His services during the last war included a period in Washington with the British Merchant Shipping Mission to the U.S. He is an honorary captain in the R.N.R. and was made a knight bachelor in 1954. An outstanding figure in world shipping, Sir Donald has held most premier positions on bodies associated with British shipping. He is chairman of the Shipping Federation, president of the International Shipping Federation, joint chairman of the National Maritime Board, and chairman of the Merchant Navy Training Board. He has a number of other directorships. Sir Donald is married, with four daughters. In his free time he is a keen countryman and horseman

LIFTING AND MOVING THINGS

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

A factory consultant once compiled an ingenious table for the use of industrial planners which showed the tonnage of materials and goods that had to be transported in and out of any factory for each operative employed in it. In his highest class, more than 5,000 tons per man per year, he put only one industry, cement—a highly-mechanised industry using large masses of mineral products and fuel to produce a heavy end-product, with comparatively few men about the place. In the second class, taking in and out 2,000-5,000 tons per man per year, came the two main secondary fuel industries, electricity and gas (which sound logical until you reflect that the product they send out to sell, in both cases, weighs nothing or next to it); and one complete oddity, "fish meal, glue and oil" which uses large amounts of fuel to boil down huge and noisome amounts of fish offal into relatively small amounts of industrial oils, animal feed and adhesives. But a very wide range of industries have to handle from 200 to 2,000 tons of materials and goods each year for everyone working there.

These huge tonnages are handled several times over. In mechanical engineering, for example, it was once estimated that for every ton of finished products turned out one might handle nearly 60 tons of materials in the process of manufacture. This is partly because of the very high proportion of "process scrap" that one typically machines off metal blanks while turning them into intricately-shaped components; but a good deal of the multiplication comes in the sheer fact of picking up the same article time and time again while one is doing different things to it. Right across manufacturing industry, the cost of moving things around the factory from the time they come in as raw materials to the time they depart as finished products (plus waste, which may cost quite as much to carry away) is often guessed as about 30 per cent. of total "conversion cost." This would imply something of the order of £800,000,000 a year. All of these figures are what are sometimes called "guesstimates," without much conclusive evidence; but they serve to underline, rather than to prove, the pervasive industrial importance of lifting and moving things.

Engineers often say that "handling adds to the cost of a product but nothing to its value." Economists would lift their eyebrows at this (until a thing has been moved to the place where it is wanted, has it much value at all?); but nobody would disagree about the good sense of reducing handling costs to a minimum. In designing a factory, the production engineer is engaged in a constant struggle with the force of gravity—except, as in the case of chutes and certain conveyors, where he can harness his enemy and put it to work unpaid.

As so often in industry, saving cost means spending money. One of the more genuine changes in British industry over the last decade or so is that engineers have gradually come to realise that no item of equipment for handling materials is as costly in comparison with its output as a human being. The man is an extraordinarily flexible and versatile piece of equipment, with built-in control and self-compensating correction of errors that would defeat any electronic designer to match; but he has a small output in terms of horse-power, his centre of gravity is too high and he has limited connections for leverage, he can push much less efficiently than he can pull, and he tires quite rapidly when used to his full physical capacity. Even the stupidest and brawniest of us, that is to say, are better value as control systems than in supplying brute foot-pounds. The whole rapid development of mechanical handling systems of many kinds throughout British industry since the war has demonstrated the realisation of this truth—which has become easier to realise as the cost of using us, and particularly of using the brawniest and stupidest, has gone up. The wages of unskilled labour, since the war, have risen markedly faster than those of skilled; the fewer points at which hand labour forms part of the linkage of movement with production throughout a factory, the better.

Some of the development of mechanical handling devices, for several years after the war, seemed likely not only to replace manhandling by labourers but also to cut considerably into the field of operations of the longest-established piece of traditional handling equipment, the crane. One saw the rapid invasion of British factories by the fork truck, an item of equipment that appears to have been invented in Britain, neglected here, and then during the war reintroduced by the American supply services. This mobile lifter, wending its way in and out of workshops and storage departments, was a significant competitor for some of the fixed overhead cranes or lifting gantries that had been used before. Much fuller installation of the powered conveyor, again, took away some of the loads that had been carried by overhead hoists. Some of the transport equipment delivering materials to the factory and taking them away developed new methods of handling their own loads; at the one end pneumatic unloading of materials that could be sucked in through a pipe, at the other lorries that used their own powered lifting tailboards to take aboard their cargo.

Of late, however, this development of newly competitive means of lifting and moving loads seems to have stimulated the design of cranes themselves; the biggest expansion of mechanical handling, perhaps, has come from the rapid installation of the newer kinds of equipment, but the market for cranes, particularly for mobile types, has been expanding, too. In principle, the crane is probably not much less ancient than the wheel; nobody has yet found a particularly effective substitute for that, either. And the crane "is peculiar in that it is the only handling machine which will move loads over different paths in three dimensions of space"; for outside construction, for example, it offers, in one machine, the theoretical possibility of all the lifting and handling jobs anyone could want. In practice, one will usually find it preferable to use a variety of different types of crane and perhaps a number of fixed systems such as hoists and monorails; but anyone who has seen really well-planned use of a tower crane on a building site can appreciate how versatile the crane system is in principle.

Britain is a highly competitive producer of cranes, with an expanding home market and a pretty effective export record. It was indeed the pioneer in developing mobile cranes, in the early '20's: these were originally driven by steam-engines, and there are still probably quite a number of steam cranes in efficient use to-day. Steam power has some particular advantages for the work cranes have to do; it offers slow-running engines, with comparatively little gearing down required between the engine and the winch drum for the crane hoist, and at these low speeds they give very good control.

Since the '30's, steam has been steadily replaced by petrol and diesel power engines as the motive power for cranes; these give much more power more cheaply and conveniently, but produce their power over a much narrower range of speed, with consequently more need for gearing, and some difficulties in obtaining the same ease of control. Cranes using these engines with mechanical transmission between engine and winch, therefore, require sensitive gear and clutch control; fluid flywheels and hydraulic or pneumatic controls for clutches. But a compromise which many designers are coming to prefer to run the crane is diesel-electric power, with the economy of the diesel engine but the close speed control and smooth transmission of an electric drive.

Some mobile cranes for use on restricted and well-serviced sites are electrically driven, using trailing cables, and this form of power is, in general use for cranes in factories, either of the fixed, overhead travelling, or swinging types. Some mobile cranes use hydraulic power (which gives smooth transmission and control) and are extremely compact in comparison with their output of lifting power. The mobility of a crane can be supplied in different ways; by wheels, crawler tracks, railway tracks, or overhead rails for the suspended crane, and with a wide variety of swinging and travelling mechanisms on the jib.

Inside factories as well as outside on construction sites, there has been some tendency in recent years to prefer the entirely mobile crane on wheels to the fixed systems, and to use light swinging side gantries rather than big overhead systems. But for specialised uses—such as a big steel mill, where one may have to lower two great question-mark-shaped hooks to engage the Gladstone-bag "handles" on top of a mill weighing perhaps 150-200 tons and shift the mill out to put in another one with different roll sizes—the only answer is the fixed crane custom-built to do its massive, specialised job. On the docksides of Britain, some very big entirely mobile cranes are now handling cargoes that used to require big rail-mounted derricks; but for the bulk cargoes coming into specialised docks, such as iron ore, nothing can equal the large-scale overhead travelling crane, which virtually extends the conveyor system of the steelworks into the ship hold.

Until recently the portal crane, which has a hoist suspended from a horizontal jib supported across two upright columns, was used only to a limited extent in British construction operations; in the United States mobile cranes were tending to be preferred, though on the Continent portal types retained their popularity. Some spur to their use in Britain has probably come from the building of the country's nuclear stations; first one contracting consortium and then others decided that for the large variety of very heavy lifting jobs required, a particularly large portal crane, known as the "Goliath," would offer the best efficiency available. This type has a lifting capacity of 400 tons and is 250 ft. high; it is the biggest type of mobile rail-mounted crane which is in use in civil engineering.

At present Britain is exporting more than £5,000,000 worth of cranes and other lifting equipment a year; home output, feeding the construction boom, is growing too. Demand grows steadily with the world's desire for development, particularly in the under-developed countries; and British equipment tends to be used wherever the British contracting industries penetrate. Lifting things is not an activity for which any technical revolution is likely to remove the need. One of the more amusing features of the children's basement in the Science Museum at South Kensington is a multiple hoist with which, any Sunday afternoon, quite a small boy can always be seen lifting quite a heavy load. If your son displays too much enthusiasm for going on playing with it, do not be too impatient with him. For as far as we can foresee at present, there is a possible profession in it.

(*Pictures on following pages*)

Right: At the Carlisle Works of Cowans Sheldon and Co. Ltd. is a large " wrecking " crane, which is capable of lifting 250 short tons. It was shipped out of Manchester last month bound for Canada, and is one of two—a smaller crane is still under construction—which Cowans Sheldon have built for the newly formed Cartier Mining Company in Northern Quebec Province. The Cartier Company is owned by United States Steel of Pittsburgh, and has been formed to mine iron-ore near Lac Jeannie in Northern Quebec. During the winter months, and particularly when the snow melts, the long ore-laden trains which carry the raw material to waiting ships may become derailed. The two British cranes will be used to haul any derailed locomotives and rolling stock out of the snow-drifts and morasses, and back on to the track. They represent a contract of nearly £200,000. Cowans Sheldon built and tested this machine in nine months so that it would arrive at Montreal before the start of the big annual freeze-up of the St. Lawrence

Below: A Goliath crane lowers the first 210-ton steam-raising unit on to its plinth on reactor A at the Nuclear Generating Station at Hunterston in Ayrshire. Goliath cranes, which are of the overhead girder type, and are built on site, have bogie wheels mounted on the legs to allow them to be moved along rails. The Hunterston station is being built for the South of Scotland Electricity Board, and the principal contractors are the General Electric Company Limited; Simon-Carves Ltd.; the Motherwell Bridge and Engineering Co. Ltd.; and Mowlem (Scotland) Limited

GOING UP!

The 175-ft.-long jib of a "Butters" Shipyard Travelling Monotower crane swings out over the Birkenhead yards of Cammell Laird and Co. Ltd., where it is one of the main features of a recent large re-organisation programme. The crane, which is believed to be the largest of its kind in the world, is one of two ordered by Cammell Laird from Butters Bros. and Co. Ltd. of Glasgow. Capable of lifting weights of up to 100 tons, the crane has a 120-ft.-high tower. An idea of the size of its portal opening can be gathered from the estimate that twelve double-decker buses could be parked in it

The first-class swimming pool on " D " deck of the new liner

A part of the first-class deck with glass screens. **Below:** The first-class ballroom

ORIANA

The P & O/Orient Lines' 40,000-ton sleek new liner sails from Southampton on Saturday, December 3, carrying her full total of 2,184 passengers, on her maiden voyage to Australia and North America. She will arrive at Fremantle on December 23 and Sydney on the 30th. *Oriana* was built by Vickers-Armstrongs (Shipbuilders) Ltd. at Barrow-in-Furness. Her double-reduction turbine engines driving two propellers give her a service speed of 27½ knots and the ship consumes 415 tons of oil a day for all purposes. She has an all-welded aluminium alloy superstructure, one-third lighter than the same structure would be if built of steel. Over 1,000 tons of aluminium were used: the contractors were Northern Aluminium Co., Ltd. Other features of the new liner include the use of sideways manœuvring units—she is the first big ship to adopt the principle as a major auxiliary installation. *Oriana* has the largest single set of stabilisers ever fitted to a passenger vessel, can carry 1,150 tons of cargo when she is fully loaded, and has a crew of 900.

A first-class two-berth cabin, with lavatory and shower

The *Oriana* on her trials in the Clyde, off Arran. She achieved a speed of 30.64 knots over the measured mile under adverse weather conditions. **Below:** The liner from the stern

INDUSTRY AND THE STOCK MARKET

MEN OF PROPERTY

By "THE SPHERE" CITY CORRESPONDENT

Five years ago the name Jack Cotton was known to few outside Birmingham where he had a prosperous estate agents business. To-day there must be even fewer who are *not* familiar with it. For Mr. Cotton has emerged with singular rapidity from provincial obscurity to become the dominant figure in the fast-moving and money-spinning world of property development. It seems that he is involved in every skyscraper project on either side of the Atlantic. He has only to murmur "office block" and there are a dozen institutions eagerly pressing their millions upon him. But perhaps the *coup* that has established him firmly as undisputed prince of property is the proposed merger between his £30,000,000 City Centre Properties group and Mr. Charles Clore's confusingly-named City and Central Investments, with Mr. Cotton as chairman and Mr. Clore as vice-chairman.

Although this merger will result in the biggest property company in Britain, there are other giants who measure up to its shoulder or above. They include Mr. Harold Samuel's Land Securities Investment Trust, and Mr. Donald Nixon's City of London Real Property, each owning some of the most valuable commercial buildings in Europe. There are also more than 200 other property companies with a Stock Exchange quotation. Some are strange little creatures, owning scarcely more than a few rows of working-class dwellings in decaying suburbs. For when the property boom got under way in 1955 with the ending of building restrictions, and received a sharp boost from the Rent Act in 1957, investors seemed anxious to put their money into anything with a bricks-and-mortar content. One of the less agreeable results was that some owners of elderly houses and shops that had no ready sale took the opportunity to float them off as companies and saw the shares rise to a value far exceeding the assets behind them.

The Grunwald affair in 1958, when the attempted take-over of Lintang Investments led to an Old Bailey trial and long prison sentences, administered a sharp shock to the property share market, and many share prices tumbled as fast as they had climbed. The leaders, of course, held up more robustly than the others for, once the initial dismay had passed, it was realised that companies owning vast modern office blocks, housing substantial and reputable tenants were unaffected by the troubles of a handful of shady speculators. The upward rise in their share prices continued. As an example of the strength of the property share market, City and Central Investments, Mr. Clore's group, was floated in September last year at 25s. a share; the present price is about 65s. City of London Real Property shares have risen from 50s. to about 70s. this year. An investment of £100 in Mr. Cotton's City Centre Properties in 1957 is now worth £3,500.

The insurance companies, stuffed with cash from rising premium incomes, were watching all this with growing interest. Their property investment policy had usually been to make fixed interest loans against mortgages or debentures. But their investment managers realised that far richer rewards would be earned by taking a stake in the Ordinary shares, and funds were made fairly freely available to the leading companies. One of the most recent examples of this was the Prudential's purchase from Mr. Clore of 10 per cent. of his personal holding of Ordinary shares in Token Holdings, the building company he controls. The Prudential also agreed to advance £13,000,000 to his City and Central group for further property purchases against long-term mortgages.

In the main it is the companies owning commercial property—offices, shops, factories—that have gained most from the boom, although several of the better-managed groups owning flats and houses have also fared well. Among them is London County Freehold and Leasehold Properties, better known as owner of Key Flats. About 9,000 of its 10,000 properties are residential and, since the Rent Act, net profits have more than doubled. The Peachey Property Corporation is also mainly a residential landlord, owning 8,500 houses and flats. Until recently it has been an active dealer in buying and selling properties, and the continuous rise in house values over the years has operated to its considerable advantage. The present policy, however, is to rely for profits largely on rental income.

The Second Covent Garden Property Company owns a well-mixed bag, ranging from Covent Garden Market itself to more than 800 shops, Central London offices, and about 1,000 houses and flats. It also owns factories and warehouses, and receives ground rents on ten cinemas and the Royal Opera House. Intriguing rumours have lately been circulating around E. Alec Colman Investments whose shares were offered last April at 12s., and now stand around 20s. on the Stock Exchange. It is said that a link is being forged with Mr. Isaac Wolfson's property interests, reputed to be worth £30,000,000. Indeed, since Mr. Clore, formerly thought of only as an industrialist and financier, emerged as a man of property, Mr. Wolfson has been presumed to be following not far behind.

There is no cloud at present visible that seems likely to dim the bright prospects of the best of the property-owning and development companies. Demand for office space in central positions is still strong. House and flat prices tend upwards and, as leases fall in, higher rents are demanded from tenants. There is a probability that all rent controls will be abolished within the next ten years.

GOOD LIVING

by Ganymede

During my last visit to the cellars of Moët et Chandon at Epernay, a bottle of their 1911 vintage was produced for our aperitif. It was a most interesting experience. According to the experts present, it was in perfect condition, and I could only agree with their opinion. This is not so surprising as it may seem. The bottle had spent its years up to ripe middle age in the miles-long cellars, carved into the chalky rocks, in conditions the average wine lover could not possibly duplicate in his own cellar. So don't be encouraged to hang on to your champagne too long! What made this old bottle so interesting was the noticeably heavier character compared to more recent vintages. Its mellow pale gold colour, much deeper than what we are used to, was only partially due to ageing. I understand a much heavier wine was made in those days. Another thing I noticed was a rather elusive bouquet, emphasising the fruitiness of the grape—elusive because it was unmistakably there for the first sip, but completely vanished a few seconds later.

It seems that the character of champagne has undergone a great change in the last half-century. In response to public demand, the wines offered by all the "grandes marques" have become steadily lighter. This seems to fit in much better with present-day needs, when most of us have to consider our work after lunch, and a clear head on the morrow. The new trend is also shown by the fact that Moët have brought out their 1955 vintage this year. They were the first house on the market with champagne of that year. In the old days one would not have expected a vintage champagne to be less than seven years old, and a five-year-old would have been unquestionably regarded as too young and immature.

This 1955 is first class, and I am not surprised that a friend referred to it as the champagne vintage of the century. Incidentally, I should like to draw attention to what the word "vintage" means in the case of champagne. The non-vintage brand of a good maker represents a high standard of quality. Vintage champagne is only offered in the case of a year above average, and the wine of other years is used, often with the addition of older, better wines, for the non-vintage, which is really a blend, made to an established standard.

I am always interested to hear what French visitors think of our cooking. I know that nothing shattering can happen to them, especially if they eat in one of our top hotels, but full exposure to the cuisine of more pedestrian establishments farther afield does occasionally produce some interesting comments. Several of my French friends have given the same answer: "English breakfasts are excellent!" Usually, this discourages me from further questioning. One always feels a certain trepidation however when it comes to taking a Frenchman out to lunch or dinner.

My most recent visitor, a Parisian with a family background in the Lyons region, left it entirely to me to choose the menu when we took him for lunch at the Grill Room of the Royal Court Hotel in Sloane Square. As it turned out, two-thirds of our meal was typically British. I was specially gratified with my friend's apparent satisfaction and compliments. We started with smoked salmon from Scotland. I am sure that this has no equal anywhere—and ended with an excellent sherry trifle. This my friend found most original and intriguing as he had never tasted anything like it. Our main course was more international, *Râble de Lièvre Poivron*, one of the specialities of the house and my favourite, as prepared by Mr. Pithers, the (English) Chef de Cuisine.

Each portion consisted of a whole saddle of hare—without the legs—and instead of being cut into pieces across the back, the two fillets were lifted off by the waiter and put onto each plate. The accompanying sauce is called *Grand Veneur*, the classic sauce poivrade, with the addition of some redcurrant jelly and thickened with cream. This dish seems rather wasteful, as each portion requires a whole saddle. One is left with a lot of hare-meat, even after a small dinner party. In practice, of course, the rest makes Civet de Lièvre (or simply jugged hare), or can be used as the main ingredient for a Terrine or Pâté. With our main course, naturally, we had to drink a powerful Burgundy, and my friend and I were well pleased with the Pommard 1955 which I found on the brief but concise wine list of this pleasant eating place.

To Set Before a King, by Penny Drinkwater (Rupert Hart-Davis, 15s.), is an unusual cookery book because, instead of the usual arrangement of chapters dealing with different types of dishes (soups, entrées, puddings, etc.), it plunges the reader straight into a fairly elaborate dinner party, followed by a series of menus for such occasions with the recipes for every dish, and a suggestion of wines to go with them. The second part of the book treats occasional entertaining in the same way, and the third contains advice on a selection of more homely dishes, again presented as complete meals.

Mrs. Drinkwater is a cook after my own heart. Her choice of dishes is imaginative, her menus are well balanced, and most of her recipes are good and sound. Personally, I would prefer quantities given in precise terms in ounces, where possible, instead of "cups," as she does, I suppose with an eye on the American market. I believe, there, it is the usual practice. I hope this book will prove a best-seller in its field and will reach a second edition in quick time, so that the many unfortunate small mistakes, mis-spellings of French words, etc., can be eliminated. It deserves to be free of such small irritants.

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MOTORING

SPRUCING UP THE M1

Trying out the "baby" estate cars; another firm enters the filling station field; and other topics

By **COURTENAY EDWARDS**

Good progress is being made with the work of planting trees and shrubs on M1, Britain's first motorway, to merge its outlines with the country through which it passes. I have just been reading about it in an interim report by Sir Owen Williams and Partners (consulting engineers) and Sir William Ling Taylor (consultant on forestry and landscape). Work started in December 1959 and by the end of the first planting season, last April, about 4,000 standard trees had been planted, mostly round the five fly-overs and the most prominent of the other bridges. Planting was resumed last month and when the work ends next April some 72,000 trees and 5,400 shrubs will have started a useful life on M1.

There will be twenty-five different species of trees, chosen to correspond and harmonise with the tree growth already established in each particular area. They will include 20,000 common oak, 11,000 ash, 10,000 alder, 10,000 Scots pine and 7,600 Spanish chestnut. In general, says the report, exotic species have been ruled out, except at the service areas at Newport Pagnell and Welton. Ten different species of shrub have been selected, including large numbers of thorn, common elder, holly, lilac and common crab.

The report says the planting plan has been made easier by the fact that there are no unsightly scars across the landscape, in spite of the fact that 11,000,000 cubic yards of soil had to be moved in building M1. Many small areas, severed by the motorway from the farms of which they once formed part, have been bought by the Ministry of Transport and are being planted with trees—including poplars—indigenous to the district. Eventually, says the report, they will form small, shapely woods and spinneys.

In their estate car versions the Austin Seven and Morris Mini-Minor offer even better value for money than the saloons, which are among the few British cars still being turned out at full capacity. I have just been trying out the Austin Seven Countryman (which is identical with the Mini-Traveller, apart from the radiator grille) and quickly found that it fully shares the liveliness and superb road-holding of the saloons. The wheelbase is 4 ins. longer to cope with the bigger body and the overall length of this pretty little dual-purpose car is 10 ft. 10 ins. That is 9 ins. longer than the saloon. The turning circle is a bit bigger, too—32 ft. 9 ins. compared with the saloon's 29 ft. 6 ins.—and you cannot tuck the Countryman into quite such a small parking space as the saloon, but it is still an extremely handy little vehicle in traffic. With tax the Countryman costs £623. That is £126 more than the standard saloon.

As the estate car is offered only with de luxe specification, including heater and screen washers, it is more realistic to compare its price with that of the de luxe saloon, which it exceeds by only £86. At 11½ cwt. the Countryman is 1 cwt. heavier than the saloon, but this makes little apparent difference to its liveliness, and top speed is still close on 70 m.p.h. There is 18¾ cu. ft. of loading space behind the rear seat, which, in five seconds, can be folded flat to increase the loading capacity to 35½ cu. ft., and a height of 2 ft. 10½ ins. from floor to roof.

The 848 c.c. o.h.v. engine, mounted transversely, drives the front wheels through helical spur gears with short universal joints and short open shafts. This form of transmission coupled with the independent rubber suspension on all four wheels gives an unusually low cargo platform, making for ease of loading and a low centre of gravity. The twin vertical rear doors are fitted with metal check straps, and the sliding windows at the rear have a simple locking device. Spare wheel and battery are carried beneath the floor of the luggage platform, which is secured by two, slotted, quick-release fasteners. The all-steel, ash-framed body is finished in red, blue or grey in the case of the Austin, and the Morris offers a choice of red, white or blue. I was impressed by the car's freedom from the rattles which sometimes afflict station wagons. My fuel mileage worked out at 40 to the gallon.

Total Oil Products (Great Britain), a subsidiary of the Compagnie Françaises des Petroles, in which the French Government has a 35 per cent. interest, is planning to open its first United Kingdom filling stations later this month. They will be mainly in the London and Manchester areas, though it is the firm's intention eventually to have country-wide coverage. It estimates that within six months Britain will have between 50 and 150 Total stations. They will have a colour scheme of red, white and blue and the "circle and flame" symbol, well known to British motorists who take their cars abroad, will constantly remind drivers that Shell, BP, Esso, Regent, National Benzole and the rest have a new competitor, anxious to exploit to the full a new outlet for the oil they get from the new Sahara wells and many other fields.

It is estimated that more than 90 per cent. of Britain's 36,000 existing filling stations are "tied" to one or other of the big oil companies and that 20 per cent. of these agreements expire this year or next. Total are hoping to attract many of these garages away from the established companies, though they do not intend to operate only tied garages. Mr. C. G. C. Redman, general manager of Total Oil Products (G.B.), tells me he has no wish to enter into any price-cutting "war" and that he hopes to find customers for Total petrol, diesel fuel and lubricants on the strength of product quality and speedy forecourt service.

Briefly . . . Vauxhall Motors offer a new rear window anti-mist panel in transparent plastic with self-adhesive seals. It is available in two sizes, the prices being 39s. (35 ins. by 14 ins.) and 19s. 6d. (25 ins. by 10 ins.) .... An attractive range of reasonably-priced, easy-to-fit, hard-wearing car-seat covers is marketed by Knitters, Ltd., of Stalybridge, Cheshire, with the brand name of Neeta. I have tried out a set of these covers on a Triumph Herald with very satisfactory results....

Two new accessories from Key-Leather: a brake-tester for attachment to dashboard or screen by means of two rubber suckers—it is calibrated from 30 per cent. to 80 per cent. braking efficiency and costs 19s. 6d. . . . and a motoring compass which has a white plastic body, large black dial with white figures, red pointer and built-in illumination. Price £3 7s. 6d. . . .

For cleaning all kinds of car upholstery (from leather to P.V.C.), convertible hoods and chrome I can recommend Cleanslip, now available in an 8-oz. flask for 6s. 3d. . . .

Motoring oddities: A Renault saloon held up traffic on the Torquay-Paignton road when, on being braked, it tilted over and stood on its nose.... In New York a caretaker, locked in the boot of a car by burglars for six hours, managed to stay alive by occasionally letting air out of the spare wheel. . . .

Austin Sevens are ready for loading at the Dagenham Docks, in Essex, to go on board the S.S. *Asia*. They formed part of a cargo of over 300 B.M.C. cars which were despatched to Montreal last month. During recent weeks large shipments of these small cars have been leaving British ports for Canada, and leading Canadian motoring journalists have nominated the almost identical Austin 7 and Morris Mini-Minor as Canadian "Car of the Year" for 1960

OXFORD (*Continued from page 402*)

a hubbub of conflicting objections to any proposal. The City of Oxford Development Plan was approved by the Minister of Housing, then Mr. Sandys, in 1955. Provision was made for outer-by-pass roads to carry the through traffic. But the plan did not deal with congestion in the University area, and the Minister sought an assurance from the City Council that proposals for inner relief roads would be submitted to him. In reply, the Council offered a scheme, linking in the north St. Giles with Headington Road (the Lamb and Flag road) and, in the south, crossing the Thames well to the south of Christ Church Meadow (following roughly the line of Scheme A).

After a local inquiry in 1956, the Minister rejected this scheme, and proposed instead a road across the north of Christ Church Meadow (roughly on the lines of Scheme B) and the closure of Magdalen Bridge and High Street to through traffic, thereby almost turning the University area into a pedestrian precinct. The Council was not willing to accept the proposal. By this time, the University in Congregation had passed a resolution, opposing construction of inner relief roads until the outer by-passes were finished.

divided into thirds—those with a central area destination; those with a central area origin; and those passing through non-stop (of which a third again was traffic between outer zones). Southbound traffic along the Banbury road varied between 6,000 and nearly 9,000 during a twenty-four-hour day; southbound traffic along the Woodstock road over the same period was between 4,000 and 6,000; eastbound traffic over Osney Bridge was between 6,000 plus and 8,000 plus; northbound traffic over Folly Bridge was between 4,000 plus to nearly 6,000; and westbound traffic over Magdalen Bridge was between 14,000 plus to 17,000 plus (with a Saturday peak of over 19,000).

The summary of the Road Research Laboratory's analysis gives the following percentage reductions at Carfax. Outer by-passes will relieve congestion by 24 per cent.; outer by-passes plus an intermediate ring road (Scheme A) by 58 per cent.; outer by-passes plus an inner relief road (Scheme B), with or without closing Magdalen Bridge, by about 80 per cent. A sober note to this analysis adds that traffic at Carfax during peak hours probably approaches the limit it can carry.

Although this summary is likely to be fiercely debated at the inquiry, it does show the amount of relief any inner relief road would afford. No figures have been given for the latest proposal, Scheme C, although it was believed that statistics for it would be offered at the inquiry. The factors which have to be considered in Oxford are that the outer by-passes are not sufficient; Magdalen Bridge should probably be closed in any event; and that the University should become to a greater or lesser extent, a pedestrian precinct. At a cursory glance, it appears that there are objections by colleges, and/or industrial and trading interests, to parts of all the schemes.

The chief drawback to either of the inner relief roads is the crossing of Christ Church Meadow. Inevitably a main road across this rural stretch of ground, affording enchanting views of the University, would to some extent spoil it. Various solutions, including a submerged road, a tunnel, and banked sides, have been suggested. But most of these face the problem of greatly adding to the cost of maintenance. For this reason, the intermediate relief road may be preferred. In its favour is the factor that, according to rough estimates, the journey from Cowley to the railway station by car would take less time by this route than the average time taken by vehicles using Magdalen Bridge and the centre.

A traffic jam in Longwall Street, part of the alternative route between St. Giles and Magdalen Bridge

After this impasse, the Minister said there must be another local inquiry. An up-to-date traffic survey was instituted. The Survey Committee reported in March 1958, and the results were sent to the Road Research Laboratory for interpretation. By then Mr. Brooke had become Minister of Housing.

This summer, the Council invited the Minister to hold a "free for all" inquiry to help decide on the best solution based on the findings of the traffic census. At the inquiry, the Inspector is considering the three basic schemes (elements of which make up twenty-two different routes). Part of Scheme C is in effect that now supported by the Oxford Council, although not by the City Architect. Following the inquiry, the Inspector will report to the Minister, who may well direct the Council to submit a scheme along the lines proposed. Any such direction by the Minister cannot now be decided below Cabinet level.

The results of the traffic census show that inner relief roads are necessary to a solution. In the year July 1957 to July 1958, the total of vehicle journeys through the centre was getting on for 50,000 a day. Traffic was checked through various control points round the central area. Of this total about 60 per cent. were private cars. Vehicles could be

BOOKS (*Continued from page 411*)

The last Romanov Tsar was a man of forty-six and had reigned for twenty years by 1914. But in his CROWN OF TRAGEDY (Wm. Kimber. 30s.), Dr. Frankland devotes only sixty pages to those forty-six years. This fact indicates the nature and purpose of his study, which might be titled "Four years to Ekaterinburg." But the sixty pages lucidly sum up the nature and background of Nicholas II, infirm of purpose, devoted husband and father, dominated by a wife detested in Russia and herself dominated by Rasputin.

From his accession, the certainty of doom lay over him, as in Greek tragedy. Such liberality as tradition allowed him was stultified by his Court advisers and by a succession of weak ministers, and half-hearted concessions. And when, after 1914, he was with his armies and the military situation by no means a lost cause, the Tsaritza proved as much his evil genius as did Eugénie for Napoleon III in 1870. And through it all to the end the devotion to one another of these Romanovs never grew less. Those last four years could never be described otherwise than thrillingly, and never can be read without horror.

It needs only to look at the photographs of the Tsar's children to rank the crime of Ekaterinburg at the head of the world's senseless and bestial crimes, even including Hitler's in mass. It would be wrong to dismiss the Tsaritza as the evil genius, *tout court*. Like the Empress Frederick, her unpopularity was not all of her making. And the Romanovs were bound to go. She was a good woman, and very brave and loyal to her family and convictions. Her great fault lay in possessing political convictions. It is interesting to speculate how different it might have been if Queen Mary had been Nicholas' consort. One statement by Dr. Frankland I found baffling: "In 1914 . . . Berlin, Paris, London, Vienna and Petersburgh were drawn closer together than ever before by a common emotion: irrepressible and inexpressible joy at the outbreak of general war!" Perhaps he wrote these words with an irony I do not detect.

John Gore

In THE RISE AND FALL OF THE THIRD REICH (Secker and Warburg. 63s.) William L. Shirer has written what may be regarded as the first authoritative history of Hitler's Germany. Mr. Shirer was one of that select band of American correspondents who distinguished themselves by the high standard of their reports from Germany and elsewhere in Europe in the years between the two World Wars. He established his reputation with the British public with his *Berlin Diary* in 1941. He is therefore admirably fitted for the task which he has now completed in his new book. The author has drawn upon what he terms an avalanche of documentary material, including certain sources which have not been used before. From time to time he records his own impressions of particular events which he observed first-hand. These give the book a Thucydidean flavour.

Naturally the central character is Hitler. Mr. Shirer shows how the Nazi Leader was the tragic but logical consequence of much German religious, philosophic and political thought. In the early chapters on the rise of Hitler—in which incidentally several legends are finally disposed of—the narrative never flags. Not the least extraordinary aspect of the story is that as early as 1925 Hitler outlined in *Mein Kampf* precisely what he intended to do when he attained power. Yet the Western World expressed surprise when, in due time, he persecuted the Jews, tore up the Versailles Treaty, re-occupied the Rhineland, absorbed Austria and Czechoslovakia, abolished the Polish Corridor and eventually attacked France, Britain and Russia. The jealousies and intrigues of the Nazi sub-leaders, the follies and plots of the *Wehrmacht* generals, the sheep-like behaviour of the mass of Germans, the weakness and blindness of the Democracies—all have their place in *The Rise and Fall of the Third Reich.*

All generations should read this book. The older to appreciate the ghastly errors of judgement for which they must accept responsibility and the younger to understand what really did happen between 1919 and 1945.

Charles Dimont

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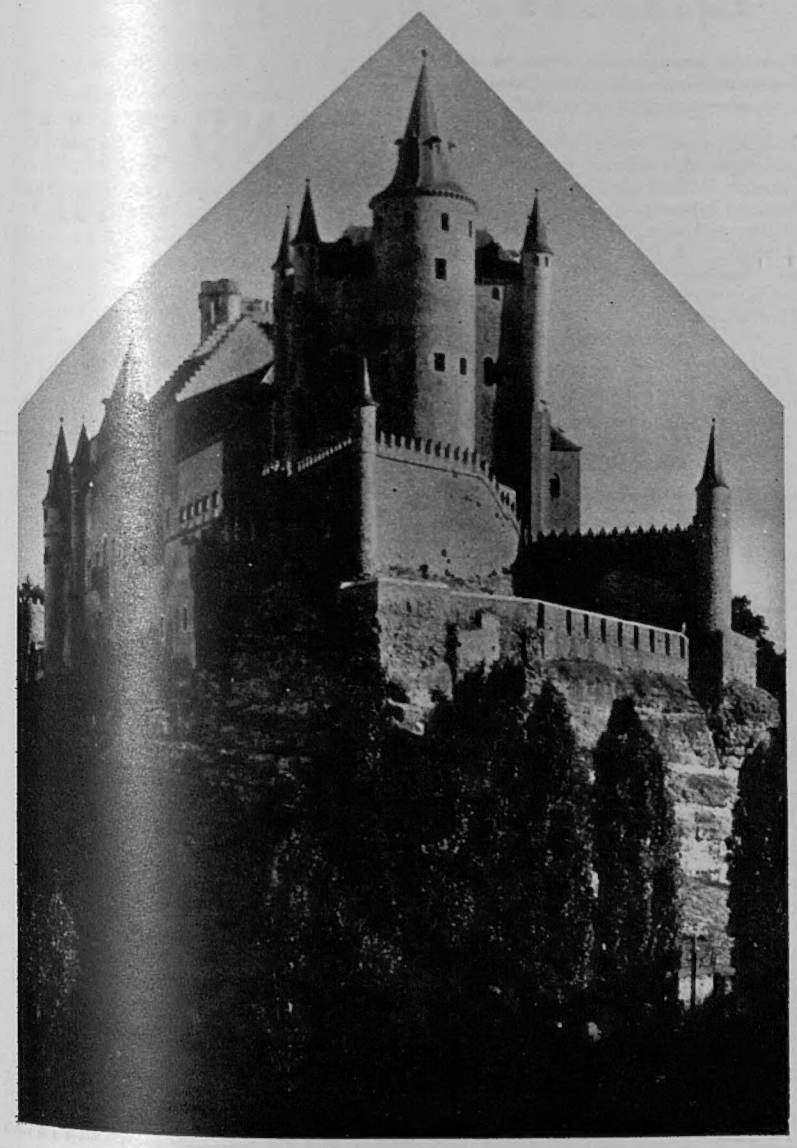

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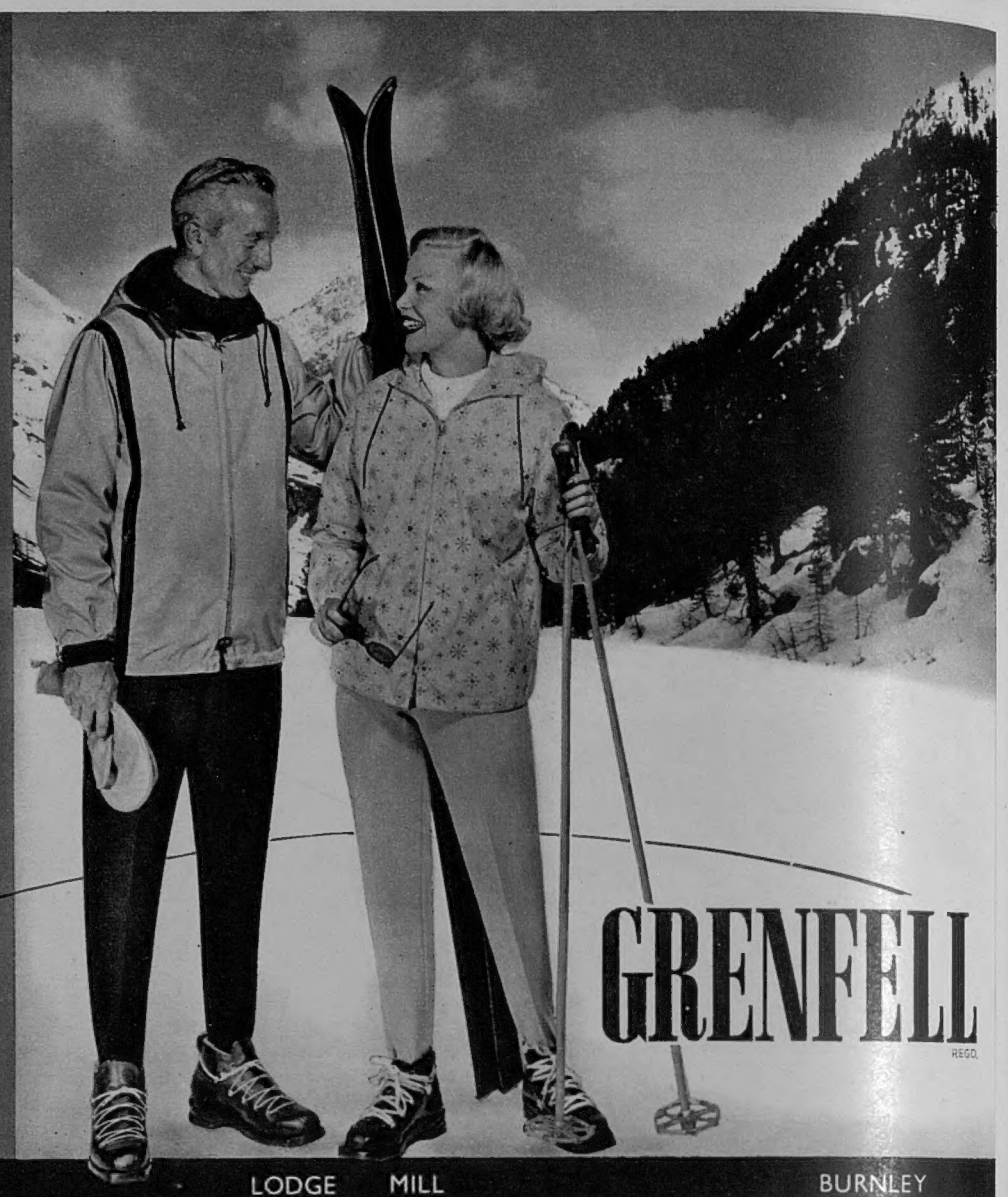

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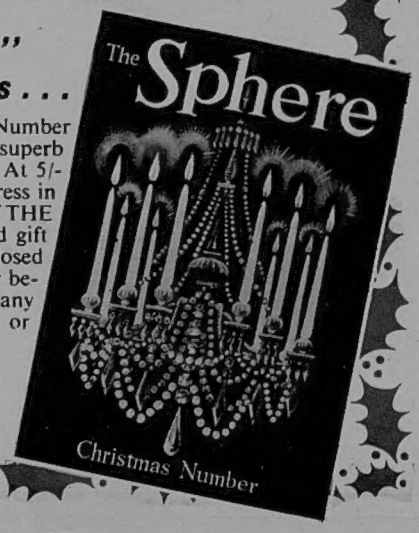

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SATURDAY, DECEMBER 3, 1960. Second-Class Postage paid at New York, New York.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13–15, John Adam Street, London, W.C.2.*

LET ME BE FRANK. Enquiries concerning Christmas, while welcome, are quite the most unsatisfactory ones I have to answer as it is impossible for me to know at the time of the enquiry whether or not the hotels I may suggest still have vacancies or not.

Each year I endeavour to compile my Christmas hotel lists. They are divided into (1) hotels that are closed over the Christmas period; (2) those which are already fully booked; (3) those which go in for some form of organised Christmas programme, and (4) those which beyond putting on seasonable fare leave it to their visitors to make their own plans. As lists one or two would be of no interest to enquirers, I will concentrate this week on some suggestions based on lists three and four, but with the proviso that it may be that the hotels have filled since I last heard from them.

Hotels with Christmas Programmes. These mostly follow a set pattern. A " Get together " party, Gala Dance, guessing the weight of the cake and so on, so if you are interested in the hotels and districts named, lose no time in writing them direct for detailed information and you may, in some cases, get a certain amount of priority if you mention THE SPHERE and my name.

Much depends, of course, on where you live, but by and large it is best to pick out those hotels which are within reasonable travelling range, for who can forecast accurately whether we shall have a snowstorm, a deluge, or a heatwave this coming Christmas ?

East Anglian readers and those resident in North London would, if they can still get in, be exceedingly well cared for at *Frinton Lodge Hotel*, Frinton-on-Sea, where Major and Mrs. F. E. McNelly, are sure to provide not only the best of fare, warmth and comfort, but will provide the Christmas spirit in full measure.

The Royal Family will, as usual, one can suppose, spend their Christmas at Sandringham, and if you would like to be in the same neighbourhood I suggest *Le Strange Arms* and *Golf Links Hotel*, Old Hunstanton (Christmas Programme), or for a country house type of Christmas, *Ingoldisthorpe Manor Hotel*, near Sandringham, in fact only two miles away.

Some Londoners may be content to spend their Christmas somewhere with the minimum of travel effort. Such might choose from *Dorincourt House Hotel*, Warlingham, near Croydon, Surrey, *Bromley Court Hotel*, Bromley, Kent, or *Bramley Grange Hotel*, near Guildford, all three having a printed programme.

Perhaps you have a fancy for Bournemouth or the New Forest, so accessible by train (often the best means of transit at Christmas). If so, I have on my lists, offering Christmas Programmes, the *Royal Bath Hotel*, Bournemouth, *The Carlton* and *East Cliff Court Hotels*, Bournemouth, *Harbour Heights Hotel*, near Bournemouth (overlooking Poole Harbour). For a smaller hotel with a club environment, *Brent-Tor Hotel*, West Cliff, Bournemouth and in the New Forest, *Balmer Lawn Hotel*, Brockenhurst.

In the same area the following welcome those Christmas visitors who dislike any form of organised " goings on "—*Parkhill Hotel*, Lyndhurst, and *Passford House Hotel*, Lymington.

The Cotswolds, are ever a magnet of attraction at Christmas, though the only seasonable programme I have received is from that once coaching hotel, *The Plough* at Cheltenham. The following, however, are eminently suitable for a country-house-hotel type of Christmas: *Greenway Hotel and Club*, Shurdington, near Cheltenham, *Hare and Hounds Hotel*, Westonbirt and *Moor Court Hotel*, Amberley, near Stroud.

There are many who have a hankering for the West Country and for such I have some first rate suggestions. *Holbrook House Hotel*, Wincanton, *Alfoxton Park Hotel*, Minehead, *Northfield Hotel*, Minehead, all in Somerset, while in Devon I see I have on my list—*Beacon Hill Hotel*, Newton Ferrers near Plymouth, for plenty of good cheer and *Broomhill*, Muddiford, Barnstaple, more residential and therefore more suitable for those who seek a quieter holiday.

One of the best places to spend Christmas, provided you are of the type that enjoys rubbing shoulders with the locals over a pint of ale or a game of darts, is a village inn, and the following will in their own way mark Christmas in informal cheerful spirit—*The Fox and Hounds*, Chulmleigh, Mid-Devon, *Ye Olde Masons Arms*, Branscombe, S. Devon, *Bent Arms Hotel*, Lindfield, near Haywards Heath, Sussex, *Ye Olde White Horse*, Eaton Socon, Beds, *Sun Hotel*, Hitchin, Herts, *The Green Man*, Brackley Heath, Northants.

With present ease of travel The Channel Isles is a popular venue and I observe on my list (no special arrangements) *La Fregate Hotel*, Guernsey—where the fare will be specially good—and for hotels with programmes the following provide comprehensive entertainment, *Hotel L'Horizen, St. Brelade's Bay* or the *Ommaroo* in St. Helier, Jersey.

Even Eire is, with air travel, easily reached in this modern age and the Irish temperament will quickly attune itself to the Christmas spirit at *The Gresham*, Dublin, *La Touche Hotel*, Greystones, Co. Wicklow, and the *Talbot Hotel*, at Wexford.

In the Midlands there are many people who do not want to travel a great distance for the Christmas break, but prefer to go somewhere nearer home for a few days. For them, programmes have been arranged at *The Worcestershire Hotel*, Droitwich, the *Montrose Hotel* at Malvern and the *Talbot Hotel* at Leominster. In this triangle of country north of the Severn there is plenty to occupy one's time if the weather is settled, for the touring country around offers a number of interesting drives.

Further north again there is the *Craiglands Hotel* at Ilkley, on the edge of Ilkley Moor, the *Old Swan Hotel* at Harrogate, where a full programme of entertainment is assured, the *Blossoms Hotel* at Chester for a relaxed holiday, and the *White Hart* at Uttoxeter, a coaching hostelry full of character.

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